

# LEAKY CARS

You Know What They Cost

## Kennedy Car Liners

**Solve This Problem**

*Prevent Leakage of Grain in Transit*

**No Waste—Effective  
Inexpensive — Easily Installed**

We Have Car Liners to Take Care of All Cases of Bad Order Cars  
Inquiries for Details Invited.

**The Kennedy Car Liner & Bag Co.**

Shelbyville—Indiana

Canadian Plant At Woodstock, Ont.





## Plain Bearings Waste Power

**A** WASTE of 20 to 50 per cent of your power means a lot of money thrown away every year! That's just the amount of waste caused by friction in using plain bearings.

This waste is stopped by using SKF self-aligning ball bearing drop hangers and pillow blocks. This profitable equipment also requires less oil and reduces your fire risk. Any millwright can install and adjust them. Power saved is profits earned. Write us for details.

### SUPERIOR D. P. CUPS INCREASE ELEVATOR CAPACITY



Without changing anything but the cups you can increase your elevator capacity 20%. Superior D. P. Cups can be placed closer on the belt. They discharge perfectly. Use these better cups.

Write or Wire

*Everything for Every Mill and Elevator*

**The Strong-Scott Mfg Co.**

Minneapolis Minn.

Great Falls Mont.

In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg





## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them. The cost is only \$10 per year.*

### AMARILLO, TEXAS.

Barefield Grain Co., grain, hay, field seeds.\*  
Beasley Grain Co., J. N., grain and seeds.\*  
Great West Mill & Elevator Co., millers, grain dls.\*  
Hardeman-King Co., millers and grain dealers.  
Kearns Grain & Seed Co., grain, field seeds.\*  
Stone, Lester, grain merchant.\*  
Strader Grain Co., U. S., grain, seed, feed.\*

### ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.\*

### BALTIMORE, MD.

Chambers of Commerce Members.  
Beer & Co., Inc., E. H., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*

### BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.\*  
Hasenwinkle-Scholer Co., corn and oats.\*

### BLUFFTON, IND.

Stuebaker Grain & Seed Co., grain, hay, seeds.\*

### BUFFALO, N. Y.

Corn Exchange Members.  
Hannon, Harry J., brokerage exclusively.  
Leeson Grain Co., Inc., consignments.  
McKillen, Inc., J. G., consignments.\*  
Sunset Feed & Grain Co., Inc., feed and grain.\*

### BUTLER, PENNA.

Klingler & Company, H. J., buckwheat and grain, kiln-dried buckwheat flour.

### CAIRO, ILL.

Board of Trade Members.  
Thistlewood & Co., grain and hay.\*

### CEDAR RAPIDS, IOWA.

Wilder-Murrell Grain Co., track buyers grain and seeds.\*

### CHICAGO, ILL.

Board of Trade Members.  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Brennan & Co., John E., grain commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Chicago Grain & Salvage Co., salvage grain.  
Clement, Curtis & Co., members all exchanges.\*  
Cross, Roy, Eberhart & Harris, grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Froedtert Grain & Mfg. Co., grain merchants.  
Harris, Winthrop & Co., grain commission.\*  
Boit & Co., Lowell commission, grain and seeds.  
Hulburd, Warren & Chandler, stocks, bonds, grain, etc.  
Lamson Bros. & Co., consignments solicited.\*  
Logan & Bryan, grain, stocks, provisions.  
McKenna & Strasser, commission merchants.\*  
Norris Grain Co., grain merchants.\*  
Pope & Eckhardt Co., commission merchants.\*  
Rumsey & Co., grain commission.\*  
Rural Grain Co., consignments.\*  
Shaffer Grain Co., J. C., grain merchants.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.  
Cleveland Grain & Mfg. Co., grain merchants.\*  
DeMolet Grain Co., receivers and shippers.  
Early & Daniel Co., grain, hay, feed.\*  
Granger & Co., Dan. B., commission, grain and hay.\*  
Scholl Grain Co., grain merchants.\*

### CLEVELAND, O.

Grain & Hay Exchange Members.  
Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.\*  
Cleveland Grain & Milling Co., The, recvrs. & shprs.\*  
Shepard, Clark & Co., grain merchants.\*

### COLUMBUS, O.

Smith & Sayles Grain Co., The, buyers and shippers.\*

### DALLAS, TEXAS.

Crouch Grain Co., J. C., buyers wheat, corn, oats.\*  
Dal-Tex Grain Co., stock and poultry feed.  
Doggett Grain Co., wholesale grain.  
Finley, W. H., wholesale grain broker.

### DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

### DENVER, COLO.

Grain Exchange Members.  
Ady & Crowe Merc. Co., The, grain and hay.\*  
Conley-Ross Grain Co., The, grain and beans.\*  
Houlton Grain Co., wholesale grain.\*  
Kellogg Grain Co., O. M., receivers and shippers.  
Farmers Union M. & E. Co., millers, grain merchants.  
Rocky Mountain Grain Co., export and domestic grain.\*

### DODGE CITY, KANSAS.

Board of Trade Members.  
Christopher & Co., B. C., consignments & futures.  
Goffe & Carkner, Inc., grain commission merchants.  
Isely Lbr. Co., The C. C., cane seed, wheat, kafir.\*

### DES MOINES, IA.

Board of Trade Members.  
Des Moines Elevator & Grain Co., corn and oats.\*  
Lockwood, Lee, broker.

### DETROIT, MICH.

Board of Trade Members.  
Caughy Co., Frank T., grain and field seeds.\*  
Blinn, Fred W., grain dealers.\*

### EMPORIA, KANS.

Trusler Grain Co., grain merchants.

### ENID, OKLAHOMA.

Grain Exchange Members.  
Enid Terminal Elevator Co., public storage.\*  
Union Equity Exchange.

### FORT DODGE, IOWA

Mulholland Grain Co., grain merchandisers.

### FORT WAYNE, IND.

Egley, C. G., hay, grain, feed salt.

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.  
Bailey, Frank, corn, maize, oats, mill feeds.  
Bennett & Co., Jas. E., grain, stocks, provisions.\*  
Carter Grain Co., C. M., brokerage, consignments.\*  
Clairborne, H. L., mgr. J. S. Bache & Co., futures.  
Dorsey Grain Co., strictly brokers, consignments.  
Ft. Worth Elevators Co., gr. merchants, pub. storage.  
Federal Commission Co., brokers, consignments.\*  
Gladney Grain Co., consignments.  
Isbell Grain Co., grain merchants.  
Kimball Milling Co., grain merchants, pub. storage.  
Moore-Seaver Grain Co., recvrs., shprs., consignments.\*  
Ralston Purina Co., of Texas, feed.  
Rogers Co., E. M., strictly bkg. and consignments.\*  
Transit Grain & Com. Co., consignments, brokerage.\*  
Tillery Grain & Com. Co., export, bkgm. consignments.\*  
Universal Mills, "Superior Feeds."  
West Grain Co., consignments, merchants, brokers.

### GALVESTON, TEXAS.

Fordtran, J. S., grain-ocean freight bkg.\*  
Shaw, Thomas F., export grain.\*

### GRAND ISLAND, NEBR.

Hoagland, R. B., wholesale grain.

### GREEN BAY, WISC.

Calliari Brothers, grain, hay, mill feed.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### GUTHRIE, OKLA.

Logan County Mfg. & Gr. Co., mchts., pub. storage.

### HOUSTON, TEXAS.

Merchant Exchange Members.  
American Maid Flour Mills, mlg. gr., exporters.  
Beatty-Archer Co., grain brokers only.\*  
Downman Grain & Hay Co., E. C., gr., fd., hay.\*  
Rothschild Co., S., grain, c/s products, rice, b/p.\*  
South Texas Grain Co., grain & feed.\*

### HUTCHINSON, KANS.

Board of Trade Members.  
Goffe & Carkner, Inc., grain merchants, futures.  
Midwest Grain Co., country run wheat.\*

### INDIANAPOLIS, IND.

Board of Trade Members.  
Bingham Grain Co., The, receivers and shippers.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain & Milling Co., grain commission.\*  
Hart-Malbucher Co., grain merchants.\*  
Kinney Grain Co., H. E., receivers and shippers.\*  
Montgomery & Tompkins, receivers and shippers.  
Steinhart Grain Co., commission and brokerage.\*  
Witt, Frank A., grain commission and brokerage.

### KANSAS CITY, MO.

Board of Trade Members.

Aylsworth Commission Co., grain commission.  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Davis Grain Co., A. C., grain commission.  
Davis-Hunt Grain Co., consignments, futures.  
Davis-Noland-Merrill Grain Co., grain mchts.\*  
Denton Grain Co., Oliver, consignments.\*  
Ernst Davis Commission Co., consignments.  
Lichtig & Co., H., kafir, milo, screenings.  
Logan Bros.-Hart Grain Co., receivers and shippers.\*  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., wheat, oats, barley, corn.\*  
Rocky Mountain Grain & Com. Co., consignments.  
Shannon Grain Co., consignments.  
Uhlmann Grain Co., grain merchants.\*  
Updike Grain Corp., consignments.  
Vanderslice-Lynds Co., commission.\*  
Wolcott & Lincoln, consignments, futures.\*  
Wilser Grain Co., consignments.\*  
Wyandotte Elevator Co., grain merchants.\*

### LANSING, MICH.

Chatterton & Son., Mich. grain, hay, beans.\*

### LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd.

### LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain and millfeed.

### LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., recvrs., shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Kentucky Public Elevator Co., stores and shippers.\*  
Thomson Elevator Co., grain dealers.  
Zorn & Co., S., receivers and shippers.\*

### McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.

### MEMPHIS, TENN.

Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Froedtert Grain & Maltng Co., recvrs. and shippers.\*  
Kamm Co., P. C., grain shippers.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members

Cereal Grading Co., grain merchants.\*  
Davies Co., F. M., grain commission.\*  
Fraser-Smith Co., grain merchants.\*  
Hallett & Carey Co., grain merchants.\*  
Hiawatha Grain Co., screenings.\*  
Sheffield Elevator Co., shippers of grain.\*  
Stuhr-Seidl, shippers grain and feed.\*  
Van Dusen-Harrington Co., grain merchants.\*

### NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

### NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.\*  
(Continued on next page.)

\*Members Grain Dealers National Association.

Grain Dealers Journal, incorporated. Published on the 10th and 25th of each month in the interest of progressive grain and field seed wholesalers at 300 South La Salle Street, Chicago, Illinois. U. S. A. Price \$2.00 per year, 20c per copy. Entered as second-class matter August 5, 1898, at the postoffice at Chicago, Ill., under the act of March 5, 1876, Vol. LIX, No. 3, August 10, 1927.

Use Universal Grain Code and Reduce Your Telegraph Tolls



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## NEW YORK CITY.

Produce Exchange Members.

Abel-Whitman Co., Inc., The, grain, feed, bkg.  
Jones & Co., M. B., buyers—quote us.\*  
Therrien, A. F., broker.

## OKLAHOMA CITY, OKLA.

Acme Milling Co., millers & grain dealers.  
Bennett & Co., Jas. E., grain, stocks, provisions.  
Hardeman-King Co., millers, grain dealers.\*  
Jackson Grain Co., grain merchants.  
Mid-State Grain Co., The, grain & feed mchts.  
Polson Grain Co., mill wheat specialists.  
Seannell Grain Co., E. M., grain and feed.  
Stinnett Grain Co., grain merchants.\*  
Vandenburgh, Jesse, milling wheat.  
White Grain Co., wheat, corn, oats, kafir.\*  
White-Richert Grain Co., coarse grain, field seeds.  
Winters Grain Co., grain merchants.

## OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
Udike Grain Co., milling wheat.\*

## PEORIA, ILL.

Board of Trade Members.

Bowen Grain Co., H. D., grain commission.  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., O. H., grain commission.  
Luke Grain Co., grain commission.\*

## PEORIA (Continued)

Miles, P. B. & C. O., grain commission.\*  
Turner Hudnut Co., receivers and shippers.\*  
Rumsey, Moore & Co., consignments.\*

## PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson, Geo. M., grain and feed.\*  
Stites, A. Judson, grain and millfeed.\*

## PITTSBURGH, PA.

Members Grain and Hay Exchange.

Harper Grain Co., corn a specialty.\*  
McCague, Ltd., R. S., grain, hay.\*  
Stewart & Co., Jesse C., grain and mill feed.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

## ST. JOSEPH, MO.

Grain Exchange Members.  
Gordon Grain Co., grain commission.\*

## SALINA, KAN.

Branson Co., Ted, corn, oats, kafir, hay.

## SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.\*

## ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedstuffs, grain, seeds.\*  
Hall Grain Co., Marshall, grain merchants.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Martin Grain Co., grain commission.\*  
Martin & Knowlton Grain Co., grain merchants.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*

## SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs. of select milling wheat.

## SIDNEY, OHIO.

Chambers, V. E., wholesale grain.\*  
Custenborder & Co., E. T., buyers-sellers grain.\*  
Wells Co., The J. E., wholesale grain.\*

## SIOUX CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.\*  
**TOLEDO, O.**

Produce Exchange Members.

Churchill Grain & Seed Co., field seeds, popcorn.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.\*  
Zahm & Co., J. F., grain and seeds.\*

## TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*  
Kansas Terminal Elvtr. Co., gr. mchts., public storage.

## WATERLOO, IOWA.

Waterloo Brokerage Co., brokers—grain & mill feed.\*

## WICHITA, KANS.

Board of Trade Members.

Adair Grain Co., wheat, corn, oats, kafir.  
Baker Grain Co., The A. F., wheat, corn, oats, kafir.  
Blood Grain Co., I. H., receivers and shippers.  
Brady Grain Co., consignments.  
Craig Grain Co., The, grain merchants.  
Kelly Grain Co., Edw., mlg. wheat a specialty.  
Smith-McLinden Grain Co., wheat, corn, oats, kafir.  
Wichita Terminal Elvtr. Co., general elvtr. business.\*

## WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whrs. gr. and seeds.\*

\*Members Grain Dealers National Association.

Corn Exchange  
Members

# BUFFALO

Corn Exchange  
Members

## LEESON GRAIN CO., INC.

Buffalo, N. Y.

Returns within 24 hours after grain is unloaded

**We Solicit Your Consignments**

## J. G. McKILLEN, INC.

RECEIVERS

Consignments a Specialty

BUFFALO NEW YORK

## CIPHER CODES

We carry the following cipher codes in stock and can make prompt delivery.

Universal Grain Code, board cover...\$1.50  
Universal Grain Code, flexible leather 3.00  
Robinson's Cipher Code, leather..... 2.50  
Miller's Code (1917), cloth..... 2.00  
Cross Telegraphic Cipher Code..... 2.00  
A. B. C. Code, 5th Ed., with sup....20.00  
Baltimore, Export Cable Code.....15.00  
Bentley's Complete Phrase Code.....15.00  
Riverside Flour Code, Improved, 6th Edition .....12.50  
Calpack Code (1923).....10.00

All prices are f. o. b. Chicago.

**GRAIN DEALERS JOURNAL**  
309 So. La Salle St. Chicago, Ill.

Live Grain and Feed Accounts Solicited  
**BROKERAGE EXCLUSIVELY**  
**HARRY J. HANNON**

319 Chamber  
of Commerce

Buffalo,  
New York

"All Your Needs in Grain and Feeds"  
**SUNSET FEED AND**  
**GRAIN CO. Inc.**

Chamber of Commerce :- Buffalo, N. Y.  
CONSIGNMENTS SOLICITED

Chamber of Commerce  
Members

# MINNEAPOLIS

Chamber of Commerce  
Members

## HALLET & CAREY CO.

Grain Merchants

Minneapolis Duluth Winnipeg

## CEREAL GRADING COMPANY

CHAMBER OF COMMERCE, MINNEAPOLIS, MINN.

# GRAIN

We Buy, Sell, Store and Ship all Kinds of Grain, Choice  
Milling Wheat and Rye Selected by Expert Buyers.  
Own and Operate Elevator "L"

## Fraser-Smith Co.

GRAIN

Minneapolis - Milwaukee Cedar Rapids

## CORN - OATS - BARLEY - RYE

For Prompt Shipment in any Quantity

**The VAN DUSEN-**  
**HARRINGTON CO.**

MINNEAPOLIS DULUTH

It is the returns from advertising that  
permits the maximum of service to our  
readers. Please specify the **Grain**  
**Dealers Journal** when writing an  
advertiser.



Board of Trade  
Members

# KANSAS CITY

Board of Trade  
Members

Handling  
Consignments  
and Futures  
49 Years

## B. C. Christopher & Co.

KANSAS CITY MO.

Buyers and  
Shippers Kaffir,  
Feterita, Milo  
Maize, Mill Feed

### DAVIS-NOLAND-MERRILL GRAIN CO.

Board of Trade  
Kansas City, Mo.

Operating

**SANTA FE ELEVATOR "A"**  
6 000,000 Bushels

Modern Fireproof Storage



Ask for our bids on Wheat, Corn, Oats, Rye and Barley for shipment to Kansas City and the Gulf—Special Bin Storage Furnished at Regular Storage Rates.



Buyers—Sellers  
**WHEAT . CORN  
OATS . BARLEY**  
CONSIGNMENTS  
MILL ORDERS

### UHLMANN GRAIN CO.

Board of Trade - - Kansas City  
87 Board of Trade - - Chicago  
N. P. Anderson Bldg. - Fort Worth, Tex.  
Produce Exchange - New York City  
Operators of Katy Elevator, 2,300,000 bushels capacity, at Kansas City

WHEAT  
and  
OATS

### NORRIS GRAIN CO.

Norris Elevator—Murray Elevator

CORN  
and  
BARLEY

### SHANNON GRAIN COMPANY

CONSIGNMENTS

1124 Board of Trade KANSAS CITY, MO.

### CONSIGN

ERNST-DAVIS COM. CO.  
Kansas City

### A. C. DAVIS GRAIN CO.

Grain Commission

Mill Orders a Specialty

Consignments and Future Orders Solicited  
KANSAS CITY, U. S. A

### WOLCOTT & LINCOLN

Incorporated

Operating Alton Elevator

CONSIGNMENTS

Future orders executed in all markets

1407-10 Board of Trade, Kansas City

Hutchinson, Kans. Salina, Kans.  
Wichita, Kans. Pratt, Kans.

### SCOULAR BISHOP GRAIN CO.

Kansas City

CONSIGNMENTS

Omaha

Grain Exchange  
Members

# OMAHA

Grain Exchange  
Members

Corn—Wheat—Natural and Sulphured Oats and Barley  
RECEIVERS and SHIPPERS

### UPDIKE GRAIN CORPORATION

Elevator Capacity 4,600,000 Bushels  
CHICAGO—KANSAS CITY OMAHA DES MOINES—SIOUX FALLS—LINCOLN

### CROWELL ELEVATOR COMPANY OMAHA

Receivers and Shippers

### GRAIN

Consignments Solicited

Merchants Exchange  
Members

# ST. LOUIS

Merchants Exchange  
Members

### MARTIN & KNOWLTON GRAIN CO.

SUCCESSORS TO  
GOFFE & CARKENER CO.

Receivers and Shippers St. Louis, Mo.

### PICKER & BEARDSLEY COMMISSION CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"  
GRAIN, HAY, GRASS SEEDS, KAFIR, MILO

125 MERCHANTS EXCHANGE BLDG.

ST. LOUIS, MO.

### Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

### LANGENBERG BROS. GRAIN CO. St. Louis New Orleans

Established 1877

—First in Enterprise!  
—First in Advertising!  
—First in Circulation!  
—First in News!  
The Grain Dealers Journal



Board of Trade  
Members**CHICAGO**Board of Trade  
Members

Special Wire and Salesman Service

**LAMSON BROS. & CO.**

166 W. Jackson Blvd. Chicago, Ill.

**WHEAT, CORN  
OATS, RYE  
BARLEY, SEED****FROEDTERT GRAIN & MALTING COMPANY**  
GRAIN MERCHANTS

Operating Illinois Central Elevator "A"

Milwaukee, Winona

CHICAGO

Minneapolis, Red Wing

*We want your business not later  
—but today*Especially Consignments  
GRAINS ALL WAYS**McKENNA & STRASSER**  
60 Board of Trade, Chicago**RUMSEY & COMPANY**

COMMISSION MERCHANTS

Board of Trade

Chicago, Illinois

*For Best Results Ship Your Grain and Seeds to***J. H. DOLE & COMPANY**

RECEIVERS AND COMMISSION MERCHANTS

327 South La Salle Street

CHICAGO, ILL.

**CHICAGO GRAIN & SALVAGE CO.**

Dealers in

**Salvage Grain**  
Grain, Feeds, Etc.

WRITE OR WIRE

1911 N. Laramie Street

Chicago

**JOHN E. BRENNAN & CO.** GRAIN and SEEDS  
COMMISSION MERCHANTS CHICAGO**Harris, Winthrop & Co.**11 Wall Street, New York  
The Rookery, Chicago**GRAIN COMMISSION**

Members of Principal Exchanges

**LOGAN & BRYAN**

1-2-5 BOARD OF TRADE CHICAGO

Branch Office, Congress Hotel

BROKERS

Stocks, Bonds, Cotton, Grain, Copper  
Sugar, Cotton Seed Oil, Provisions

Private Wires Atlantic to Pacific

**E. W. BAILEY & CO.**

72 Board of Trade, CHICAGO

**Commission Merchants**Receivers and Shippers of  
GRAIN, SEEDS, PROVISIONS**J. C. SHAFFER GRAIN CO.**

Grain Merchants

111 W. Jackson Boulevard  
Chicago, Ill.**POPE & ECKHARDT CO.**

COMMISSION MERCHANTS

111 W. Jackson St.

Consignments and your offers of Grain To  
Arrive will always receive close attention.**Clement Curtis & Co.**

The Rookery Bldg., Chicago

Members of all principal Exchanges.  
Private wire service to all leading cities  
in this country.**BARTLETT FRAZIER Co.** GRAIN MERCHANTS  
F. C. Austin Bldg.  
CHICAGO*Established Over Forty Years***Hulburd, Warren & Chandler**

208 S. La Salle St., Chicago

Stocks Bonds Grain Cotton

**BARLEY WANTED**

Two Rowed and Heavy White

*Send Samples**Also Send Samples Buckwheat***The Quaker Oats Company**

Grain Department

Chicago, Illinois

**HITCH & CARDER**  
COMMISSION MERCHANTSMembers Chicago Board of Trade  
Webster Bldg., 327 So. La Salle St., CHICAGO, ILL.  
Tel. Wabash 6584**IF YOU WANT**regular country shippers  
to become familiar with  
your firm name, place  
your "ad" here :: ::



Board of Trade  
Members

## CHICAGO

Board of Trade  
Members

**PHILIP H. SCHIFFLIN & CO.**  
**Grain Commission**  
49 Board of Trade CHICAGO

**Cross, Roy, Eberhart & Harris**  
Incorporated  
Postal Telegraph Building, Chicago  
**GRAIN COMMISSION**  
*We Specialize in Hedging and Spreading Operations  
Between Terminal Grain Markets*

**Rural Grain Co.**  
*Solicits Your*  
**CONSIGNMENTS**  
*and GRAIN to ARRIVE*  
at  
**CHICAGO**  
58 Board of Trade  
ST. LOUIS PEORIA  
ERNEST V. MALTBY, Mgr.

**Mention  
This  
Journal** When you write to  
any of our Adver-  
tisers; you'll get a  
prompt reply.

**CARHART CODE HARWOOD CO.**  
**Grain Commission**  
Board of Trade CHICAGO

Board of Trade  
Members

## PEORIA

Board of Trade  
Members

**P. B. and C. C. Miles**  
Established - 1875  
Incorporated - 1910

Peoria, Illinois  
Handling Grain on Commis-  
sion Our Specialty

**Turner-Hudnut Company**  
**Receivers GRAIN Shippers**  
42-47 Board of Trade

**Rumsey, Moore & Co.**  
*Solicits Your Consignments*  
Board of Trade Peoria, Ill.

**W. W. DEWEY & SONS**  
**COMMISSION MERCHANTS**  
33-35 Board of Trade PEORIA, ILL.

There is no better time to adver-  
tise than the present. Better  
start before your competitor  
Writes the JOURNAL today.

Produce Exchange  
Members

## TOLEDO

Produce Exchange  
Members

**J. F. ZAHM & CO.**  
TOLEDO, OHIO  
Your consignments and orders for future  
solicited in either  
**GRAIN OR SEEDS**  
TOLEDO OR CHICAGO

**SOUTHWORTH'S WEEKLY REVIEW**  
Covers GRAIN, SEED AND COTTON  
It is FREE to all within our business range  
**SOUTHWORTH & CO., TOLEDO, OHIO**

**JOHN WICKENHISER & CO.**  
Wholesale Grain Dealers  
**TOLEDO, OHIO**  
We make track bids and quote delivered  
prices. Solicit Consignments of Grain and  
Clover Seed. Members Toledo Produce  
Exchange and Chicago Board of Trade.

## RECEIVERS, SHIPPERS AND BROKERS

**E. A. Grubbs Grain Co.**  
Milling Wheat Corn Oats  
*Wire for Prices*  
Greenville - Ohio

Send Your Offerings to  
**THE ABEL-WHITMAN COMPANY, Inc.**  
Grain-Feed-Brokerage 511 Produce Exchange, New York, N. Y.

**E. H. BEER & CO., INC.**  
Successors to  
Chas. England & Co., Inc.  
**GRAIN-HAY-SEEDS**  
Commission Merchants  
308-310 Chamber of Commerce, Baltimore

**STANDARD COMMISSION CO.**  
**BROKERS**  
Grain, Mill Feed, Mixed Feed Ingredients  
EXCHANGE BUILDING MEMPHIS

**A PARTNER**  
HELP or a POSITION,

can be obtained quickly by plac-  
ing an ad. in the "Wanted" col-  
umns of the Grain Dealers Jour-  
nal of Chicago. It is the grain  
trade's accepted medium for  
"wanted" and "for sale" ads.

**GORDON GRAIN CO.**  
CONSIGNMENT SPECIALISTS  
ST. JOSEPH, MO.



# DENVER

Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

**Houlton Grain Co.**

Wholesale Grain.  
Get in touch with us.

**Farmers Union Mlg. & Elev. Co.**

Millers and Grain Merchants.  
38th and Wynkoop Sts.

**O. M. Kellogg Grain Co.**

Receivers shippers of all kinds of grain.

**The Conley-Ross Grain Co.**

Wholesale Grain.

**The Ady & Crowe Mercantile Co.**

Grain, Hay, Beans.

**Rocky Mountain Grain Co.**

Grain Merchants—Export and Domestic.

Note:—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

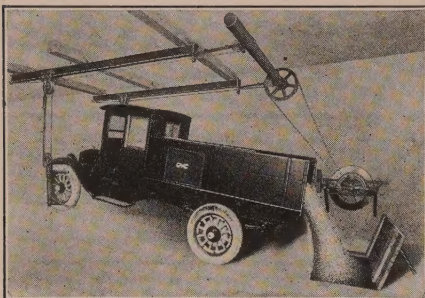
Chamber of Commerce  
Members

## CINCINNATI

Chamber of Commerce  
Members

### SCHOLL GRAIN CO.

Grain Merchants



#### McMillin Wagon & Truck Dump

TWO-HORSE-POWER is sufficient for all requirements. Always ready to go when power is applied.

If power is not available it can be operated by hand. No use of big, clumsy dump door as dump is adjustable to all length vehicles.

Operated from a point where you can see the grain as it is dumped. Simple and easily installed.

By extending track you can dump into any number of dump doors.

Our attachment to front wheels of vehicle is simple and substantial, quickly attached and detached, and easily moved from one dump door to another.

Under control of the operator at all times.

A dump of this type will increase business. It is the most economical dump in first cost, installation cost, and power required.

Speedy in operation.

Durable and substantial.

Above all, satisfactory to operator and a Trade Getter.

Write for Full Particulars.

**L. J. McMILLIN**  
525 Board of Trade  
Indianapolis, Ind.

### THE EARLY & DANIEL CO.

RECEIVERS @ SHIPPERS

STORAGE CAPACITY 2,500,000 BUSHELS

#### Cover's Dust Protector

Rubber Protector, \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.  
**H. S. COVER**  
Box 404 South Bend, Ind.



10,000 SHIPPERS  
Are now using

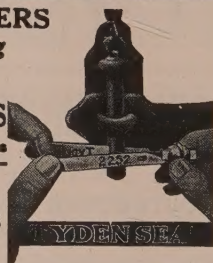
#### TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent  
CLAIM LOSSES  
Write for samples and prices

**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice President  
617 Railway Exchange Bldg., Chicago, Ill.



#### CONE-SHAPE GRINDERS

##### It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *E. W. Watt, Jacobsburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. G1  
**N. P. BOWSHER CO., SOUTH BEND, IND.**



### Robt. E. Lee HOTEL

Kansas City,

Missouri

13th and Wyandotte St.

**\$2.50—DOWN \$2.00**

200 ROOMS

Strictly Modern

All Rooms with  
Private Bath

**A MATTER OF  
ECONOMY**

Other Robt. E. Lee Hotels  
San Antonio and Laredo, Texas

Percy Tyrrell Hotel System

### Put Your Name

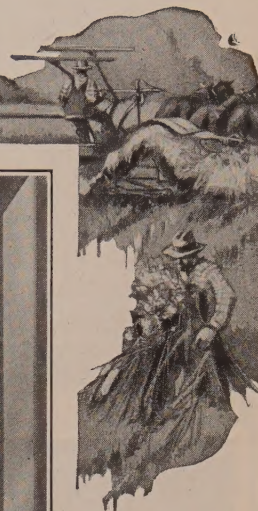
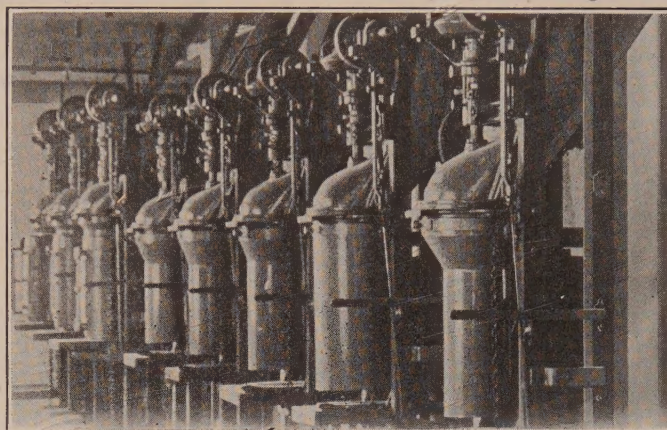
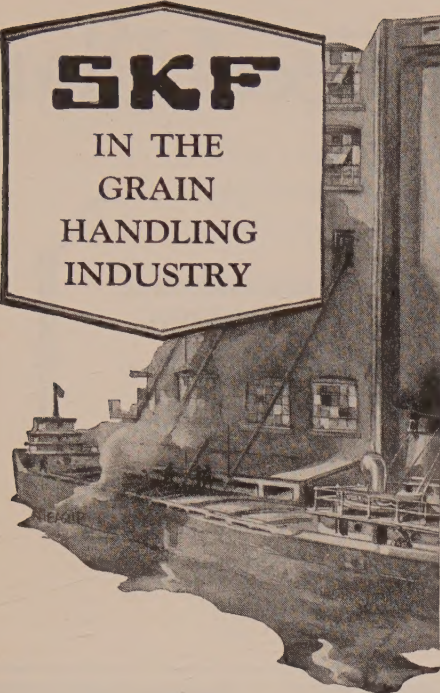
where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

**Grain Dealers Journal**  
OF CHICAGO

When writing advertisers mention the Grain Dealers Journal of Chicago which works to improve your trade conditions. By so doing you help it and your own business.





## Ball-Bearing Hangers and Pillow Blocks Save Power, Reduce Upkeep, Prevent Shutdowns

SKF self-aligning ball-bearing pillow blocks on these barrel and sack packers and SKF ball-bearing hangers on the line shafting throughout this mill effect a substantial reduction in one of the biggest single factors in overhead, namely friction.

SKF equipment not only reduces power requirements 15 per cent upwards but it also eliminates the evils that follow in friction's wake. The bearings run cool and last for years instead of being a constant

source of trouble and expense. Only about 80 per cent of the lubricant which plain bearings require is needed and it may be applied in an idle period, the handy man being released for more profitable work. And the oil stays where it belongs in place of dripping onto the floor and onto one's product.

Can you afford to neglect such savings when SKF equipment will pay for itself in two years or less? Let us estimate on a changeover.

**SKF INDUSTRIES, INCORPORATED, 40 East 34th St., New York City**

1848

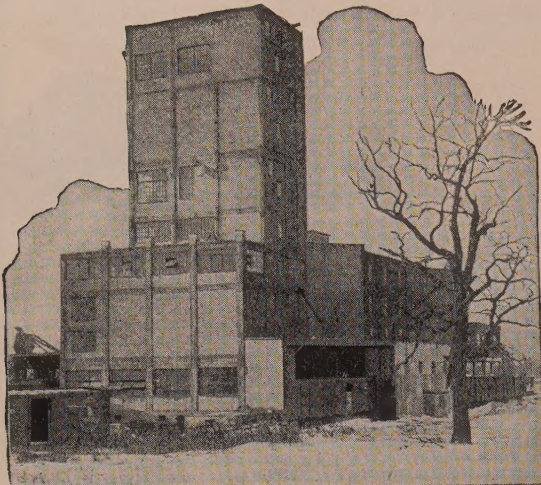


**Ball  
Bearings**

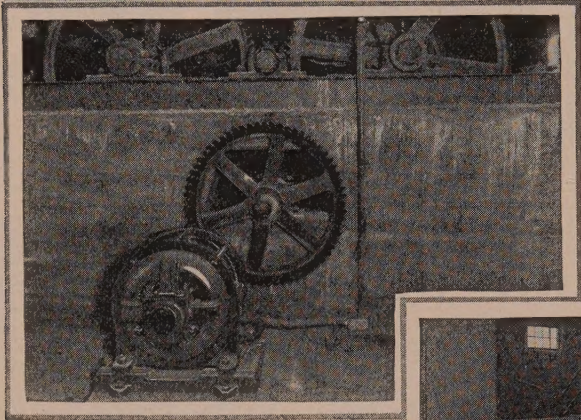
**Roller  
Bearings**



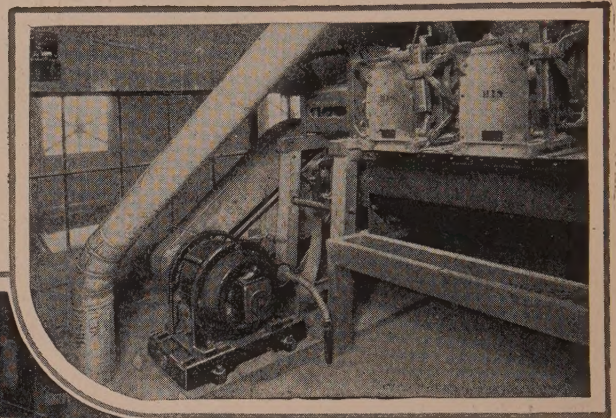
# A Model Seed and Feed Plant



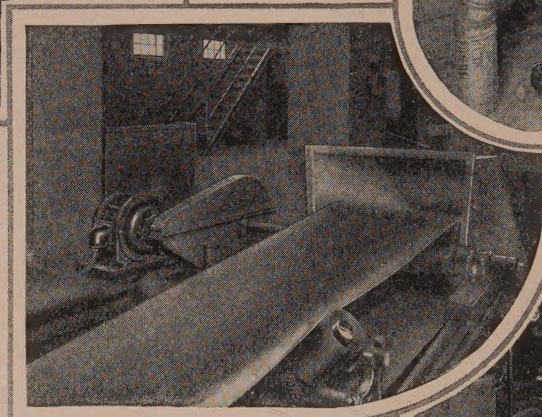
The Albert Dickinson Seed and Feed Plant.  
Built by the James H. Brown Company.  
Electric Equipment by G.E.  
Electrical Contracting by The Sterling Electric Company of Minneapolis.  
Served by the Northern States Power Company of Minneapolis.



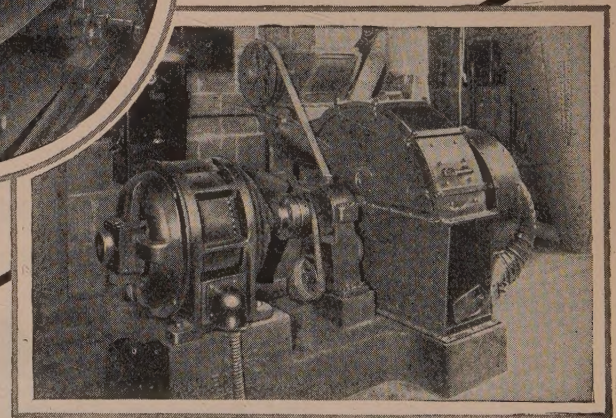
40-h.p., Type KT motor geared to the double-reel car puller (gear guard removed). The motor drives through a G-E Fabroil (non-metallic) pinion to reduce noise and to increase the life of the gear drive



10-h.p., Type FTR motor driving two lines of feeders—each line containing 28 feeders



5-h.p., Type FTR motor driving receiving belt-conveyor through Link Belt silent chain



60-h.p., Type KT motor and auto-transformer compensator operating Barnum grinder

Apply the proper G-E motor and the correct G-E controller to a specific task, following the recommendations of G-E specialists in electric drive, and you have G-E Motorized Power. Built in or otherwise connected to all types of industrial machines, G-E Motorized Power provides lasting assurance that you have purchased the best.



**Motorized Power**  
—fitted to every need

**GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y.**



# Completely Electrified by G.E.

This plant of the Albert Dickinson Seed and Feed Company, of Minneapolis, sets a new standard in the industry—and is a worthy addition to the long list of grain-handling plants electrified by G.E.

Scientific construction of the building, discriminating selection of machinery, and ingenious electrification combine to give this plant a capacity equal to that of the old plant—and with but one-fourth the former floor space.

Much of the machinery, such as screw and feeder conveyors, mixers, etc., which often must be started under load, offered ideal applications for General Electric's high-torque, double-squirrel-cage motors—Type FTR. The use of FTR motors obviates the necessity of applying oversize motors to take care of high starting torque.

In addition motors are mounted on or very close to cleaners; motors and machinery are protected from "choke-ups" by sensitive thermal overload relays; push-button stations are mounted on or near machines; all control is housed in dust-tight, fire-proof rooms; provision is made for the operation of considerable machinery on the small lighting transformers during partial plant operation.

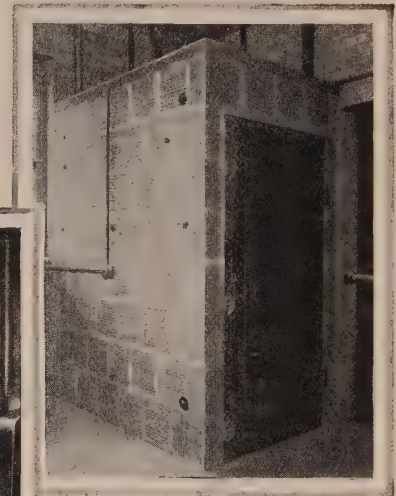
*There is a G-E engineer, trained in the problems of the grain-handling industry, in your nearest G-E office. Call upon him for all information.*



*Interior view of transformer and control vault. This substation is the most modern of its kind*



*Neat and compact installation of push-button stations located conveniently near mixers and cleaners*



*Note the inexpensive tile-construction of the dust-tight, fire-proof control rooms*

*Interior of one of the dust-tight, fire-proof control rooms. The placing of the control in these rooms permits the use of safety type fused switches for each electrical circuit*

ELECTRIC  
SALES OFFICES IN PRINCIPAL CITIES

200-82





"Eureka"—"Invincible" Grain Cleaning Machinery



# NO MORE ROLL WASHING

## The New "EUREKA" GARLIC SEPARATOR

Makes full time production a reality for Mills in the infested districts—low cost removal and consequent grain profits for Elevators.

Edw. P. Lacey, 6645 Stewart Ave., Chicago, Ill.  
J. Q. Smythe, 3142 Bellefontaine St., Indianapolis, Ind.  
F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.  
Dwight Dill, 700 N. Winnetka Ave., Dallas, Texas

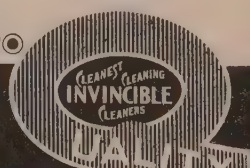
#### REPRESENTATIVES

B. M. Estes, 1429 Allston St., Houston, Tex.  
Geo. S. Boss, Grand Hotel, New York City  
W. M. Mentz, Sinks Grove, W. Va.  
Bert Eesley, Box 363, Fremont, O.

Special Sales Agents: Strong-Scott Mfg. Co., Minneapolis, Minn.

## S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.  
SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C. 3, England



# Every Machine

*can be Driven  
with this*

# Efficient Drive



**Flexible as a Belt—  
Positive as a Gear—  
More Efficient than Either**  
98.2% Efficient [on actual test]

**T**RANSMITS power without slip, maintains positive velocity ratio, is flexible, quiet, smooth running, operates on short or long centers, and is not affected by atmospheric conditions—heat, cold, dampness or oil.

Made in sizes from  $\frac{1}{4}$  to a 1000 H. P. and over. Drives  $\frac{1}{2}$  to 15 H. P. carried in stock by distributors in many cities. Send for a copy of our Silent Chain Drive Data Book No. 125 and also copy of Stock List No. 725.

## LINK-BELT COMPANY

3068

Leading Manufacturers of Elevating, Conveying, and Power Transmission Chains and Machinery

PHILADELPHIA, 2045 Hunting Park Ave.

CHICAGO, 300 W. Pershing Road

INDIANAPOLIS, P. O. Box 85

Ashland, Ky.  
Atlanta  
Boston

Buffalo  
Charlotte  
Cleveland

Birmingham, Ala.  
Kansas City, Mo.  
Huntington, W. Va.

Denver  
Detroit  
Milwaukee

Minneapolis  
New Haven  
New Orleans

Dallas  
Utica

New York  
Pittsburgh  
St. Louis

Louisville, Ky.  
Wilkes-Barre  
San Francisco

Los Angeles  
Oakland  
Portland, Ore.

Seattle  
Toronto  
Montreal

# LINK-BELT

# SILENT CHAIN DRIVES



**Monitor** LOCATION • new  
FACTORY • modern  
EQUIPMENT • complete } Prompt  
Deliveries a  
Specialty



We are now in full operation in our new plant at Brocton, N. Y. It is all that we expected and then some. If good machines cannot be built in this plant, they cannot be built anywhere.

The MONITORS are good machines—they have always been good and always will be. But the wonderful facilities of our new plant enable us to apply the finishing touch.

A magnificent machine shop, full of modern tools—wonderful assembly floors with overhead cranes for handling—a foundry lacking nothing—an experimental department fully equipped for working out new thought and an engineering department ample in size and with wonderful natural light, everything to do with. The result is a material hurrying of production—reflected in our quicker shipments.

If you use the MONITOR, you share in all these advantages and as time goes on you will share financially in the reduction of production costs.

When you want a cleaner, write Huntley and address your letters to Brocton, N. Y.

## Huntley Manufacturing Co.

Department B

(Formerly at Silver Creek, N. Y.) **BROCTON, NEW YORK**

*Our Representatives at Your Service*

**Chicago, Ill.**

A. D. McPherson,  
410 Webster Bldg.

**Kansas City, Mo.**

F. J. Murphy, 732 Board  
of Trade

**Dayton, Ohio**

W. B. Sutton,  
337 W. Hudson Ave.

**Los Angeles, Calif.**

McKain Mfg. Co.

**High Point, N. C.**

C. T. Burton,  
103 Woodberry St.

**Portland, Ore.**

J. J. Ross Mill Furn. Co.

**Minneapolis, Minn.**

A. F. Shuler,  
218 Iron Exchange.

**San Francisco, Calif.**

John R. Gray, Inc.,  
726 Harrison Street

**Vancouver**

Will Hill, 414 Seymour St.

**Philadelphia, Penna.**

C. Wilkinson,  
6317 Lebanon Ave.

**Seattle, Wash.**

J. J. Ross Mill Furn. Co.

**Rochester, N. Y.**

B. L. Brooks, Hotel Powers

**Canadian Plant**

Tillsonburg, Ontario





## The Proper Method and The Proper Equipment

The right method for doing your specific grain handling job and the right equipment with which to do it can both be supplied by The Webster Mfg. Company.

With fifty years' experience in solving grain handling problems in America's largest grain elevators, etc., and with unlimited facilities for building the necessary equipment, Webster is

looked upon as headquarters for grain handling machinery.

Webster designs and builds all types of grain handling equipment, including belt conveyors, elevator legs, screw conveyors, dock spouts, distributing spouts, marine legs, power shovels, car pullers, car movers, etc.

Consult us regarding your grain elevator needs.

### THE WEBSTER MFG. COMPANY

4500-4560 Cortland Street

CHICAGO

Webster-Brinkley Co., Seattle

Webster-Inglis, Ltd., Toronto

# WEBSTER



## Finishes Ear Corn or Grain in One Operation



One of the chief reasons why the new "730" is the ideal grinder for elevator and custom work is that it grinds anything which makes feed and finishes in one operation. Grinds ear corn for dairy feed without aid of a corn crusher and with the fine screen inserted grinds oats to almost flour. Other features include patented metal and gravel trap, twice as many hammers, adjustments to overcome wear and air handling and sacking. The biggest feed grinder value ever offered. Ten sizes for belt or direct motor drive.

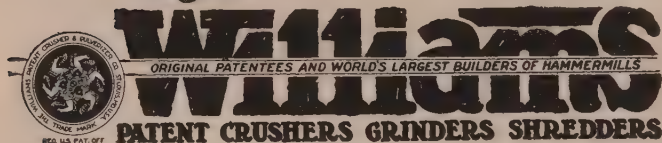
### Williams Patent Crusher & Pulverizer Co.

721 Montgomery St.  
St. Louis, Mo.

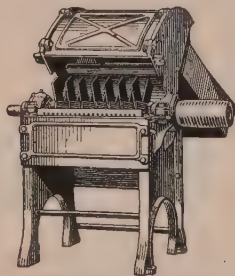
Chicago  
37 W. Van Buren St.

New York  
15 Park Row

San Francisco  
415 5th Street



## The W-W Hammer Type Feed Grinder



### The World's Greatest Feed Grinder

Grinds any grain to any fineness—also alfalfa, etc., separately or together. Makes home grown mixed feed. Five sizes, elevator or blower.

**Price \$150 to \$450**

Most capacity—less power. No loose working parts. Timken roller bearings. 12 years of successful service.

Distributors Wanted.

Write for bulletin and samples of ground feed.

The W-W Feed Grinder Co., Manufacturers, Wichita, Kans.



## SUPERIOR ELEVATOR CUPS

FOR  
CAPACITY — FLEXIBILITY — SERVICE  
PERFECT PICK UP AND DISCHARGE  
At Low or High Speeds

GUARANTEED

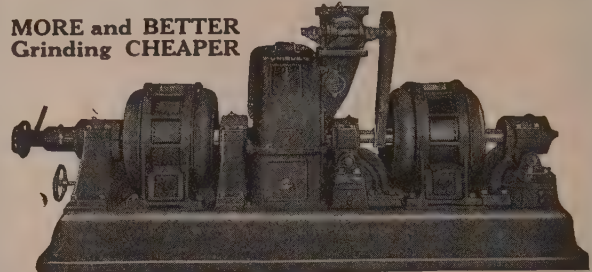
to give at least 20% greater capacity than any other cup on the market without changing a thing on the elevator but the cups.

Write for free sample, and full information.

**K.I. Willis Corporation**  
MOLINE, ILLINOIS

## For Greatest Profit In Feed Grinding, Employ The UNIQUE BALL BEARING ATTRITION MILL

MORE and BETTER Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

## ROBINSON MFG. CO.

42 Robinson Bldg.

MUNCY, PA.

CHICAGO OFFICE—222 W. ADAMS STREET

## Receiving and Shipping Set of Grain Books

**Grain Scale Book** Size of page, 10½x15¾ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L.F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. Order Form 23. Price, \$4.75. Weight, 6 lbs.

**Grain Shipping Ledger.** Size of page, 10½x15¾ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 50 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. Order Form 24. Price \$4.25. Weight, 5 lbs.

## Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



**Finest Grinding—Biggest Capacity  
Lowest Operating Cost—Longest Life**

**The "JAY BEE"  
Will Outlast Any Feed Mill Made**

The heavy plate-steel construction of the "Jay Bee" mill makes it practically unbreakable. Steel has four times the tensile strength of cast iron. Shocks and sudden strains to which a mill is subject will break cast iron—but not steel.

**No Heat - No Friction - Reduces Fire Hazard**

The "Jay Bee" has no burrs, knives, gears, rolls, nor breaker plates to wear dull or break—or heat the grain. Steel hammers, with 16 cutting edges, grind the material in suspension. No heat. No friction. Prevents explosions. Reduces fire hazards.

**"JAY BEE"  
Crusher—Grinder—Pulverizer**



Grinds shelled corn, ear corn, with or without husks on, corn stalks—any hay or roughage—oats so fine hulls lose their identity, finest pig meal—whole wheat to whole wheat flour—bran to fineness of middlings—screenings to lose their identity—alfalfa hay to alfalfa meal.

Sizes and styles to meet every requirement. Write for descriptive literature, terms, etc.

Distributed by

**J. B. Sedberry, Inc.  
132 Hickory St.**

Mfd. by Bossert Corp., Utica, N. Y. **Utica - - New York**

## Confirmation Blanks Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and keeps the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate and two sheets carbon bound with pressboard and wire stitched, size 5¼"x8¾".

Order Form 6 CB, Price 90 cts.

**Grain Dealers Journal**  
309 S. La Salle Street CHICAGO, ILL.

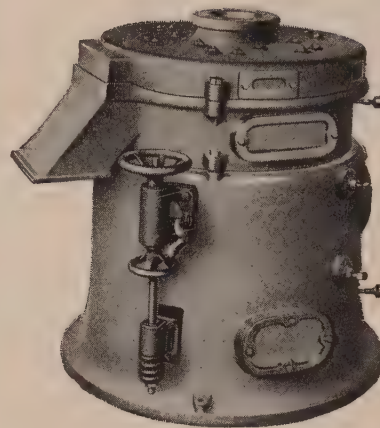
## Allis-Chalmers Vertical Grinder

WITH

**ENCLOSED**

**VENTILATED TYPE**

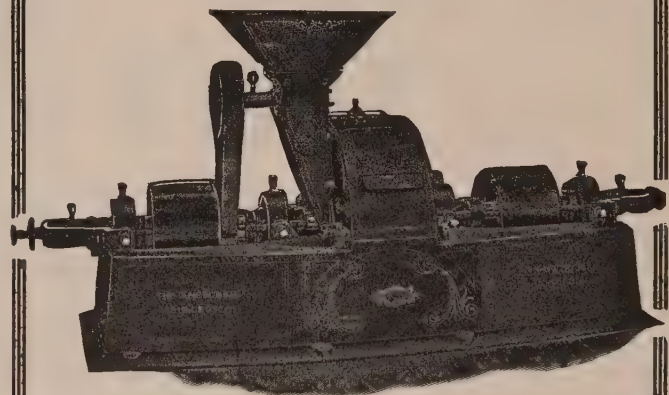
**MOTOR**



Has all of the features of a double head attrition mill in little space and at low cost.

**Allis-Chalmers  
Mfg. Co.  
Milwaukee, Wis.**

## The "HALSTED" HAS NO EQUAL



No Seal Rings  
Scientific

Positive Feed  
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

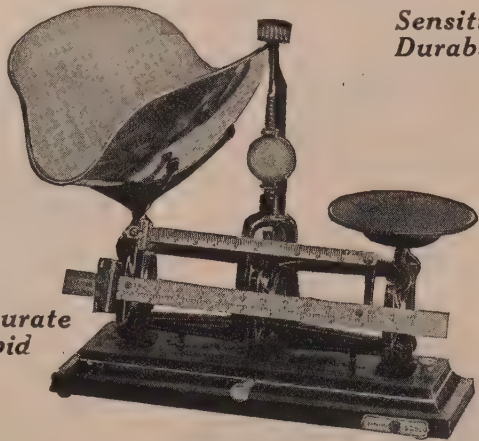
**THE ENGELBERG HULLER CO.**

Incorporated  
SYRACUSE, N. Y., U. S. A.



## Grain Grading Scale

Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture, Grain Trade, etc.



*Sensitive  
Durable*

*Accurate  
Rapid*

No. 6200

For Quick and Accurate Determinations of Wheat, Grain, Oats, Rye, Etc., Etc.

1. Test Weight per Bushel
2. Dockage
3. Weight for Moisture Test
4. Damaged Kernels

**THE TORSION BALANCE CO.**

New York      Chicago      San Francisco  
92 Reade St.    228 N. La Salle St.    49 California St.



## DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

*There's a Reason*

**The Day Company**  
Dust Collecting Engineers

1023-5 Lyndale Ave., N. Minneapolis, Minn.



Folwell-Sinks Form Lifting

## Jacks and Steel Yokes

for Grain Elevator, Silo  
and Coal Pit Construction

*Write for literature and prices*

Manufactured and Sold by

**NELSON MACHINE CO.**

WAUKEGAN, ILL.

Patented

# Use Universal Grain Code

and reduce your telegraph tolls.

Prepared especially for the grain, millfeed and field seed trades.

It is arranged alphabetically and contains no ambiguities.

150 pages, size 4 $\frac{5}{8}$  x 7 $\frac{1}{8}$  inches. Bound in flexible leather, \$3.00; Board covers, \$1.50. Address Grain Dealers Journal, 309 South LaSalle Street, Chicago, Illinois.



## GRAIN ELEVATOR BUILDERS

### RELIANCE Construction Co.

Board of Trade, Indianapolis

Designers and Constructors  
of the better class of grain elevators  
—concrete or wood

### Younglove Construction Company

Grain Elevators, Transfer Houses,  
Coal Pockets, Feed Plants  
Wood or Fireproof Construction

*"If Better Elevators are Built  
They will STILL be Youngloves"*

SPECIALIZING  
Concrete Pits that ARE Waterproof

418 Iowa Bldg.,  
Sioux City, Iowa

Box 1172  
Fargo, N. Dak.

### Phone or Drop a Line

To Federal Engineering Co.,  
of Topeka, Kansas, if you  
need a new elevator, old one  
repaired or machinery in-  
stalled.

*"They Build the Best"*

### A. F. ROBERTS ERECTS FURNISHES

SABETHA, KANSAS

Elevators  
Corn Mills  
Warehouses  
Plans  
Estimates  
Machinery

### Weller Metal Pdts. Co.

Chicago Office Factory  
505 Webster Bldg. Hammond, Ind.  
SHEET METAL WORK  
Grain Elevators a Specialty

### CRAMER BUILT

is the mark designating the best in Grain  
Elevator Construction at normal prices.  
W. H. Cramer Construction Co.  
North Platte, Neb.  
Plans and Specifications Furnished

## HICKOK Construction Co. MINNEAPOLIS ELEVATORS

### J. E. STEVENS

53 Devonshire St. Boston, Mass.  
Designer and Builder of  
Modern Grain Elevators

Read the Advertising pages.  
They contain many stories of interest.  
The *Grain Dealers Journal* pre-  
sents only reputable concerns.

## GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

### The Star Engineering Company

Specialists In

Grain Elevator Construction

Our elevators stand every test  
Appearance, Strength, Durabil-  
ity and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

### WHITE ★ STAR ★ CO. WICHITA, KANSAS

For elevator and mill supplies we  
issue a net price catalog. If in the  
market write us for one.

### L. J. McMILLIN

Engineer and Contractor of  
GRAIN ELEVATORS

Any Size or Capacity  
523 Board of Trade Bldg., Indianapolis, Ind.

C. T. Stevens C. E. Roop C. B. Berutio  
Stevens Engineering & Construction Co., Incorporated  
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS  
1207-8-9 LANDRETH BUILDING ST. LOUIS, MISSOURI

L. D. Rosenbaum, Pres. L. W. Ledgerwood, Sec.  
H. P. Roberts, V. Pres. A. E. Owens, Supt. Cons.  
Southwestern Engineering  
Company  
Designers and Builders of  
MODERN MILLS,  
ELEVATORS and  
INDUSTRIAL PLANTS  
SPRINGFIELD, MO.

### DESIGNERS

of Grain Elevators, Flour Mills

Feed Mills, Warehouses  
and Industrial Buildings

HORNER and WYATT  
Board of Trade Bldg. Kansas City, Mo.

*It Pays to Plan Before You Build*

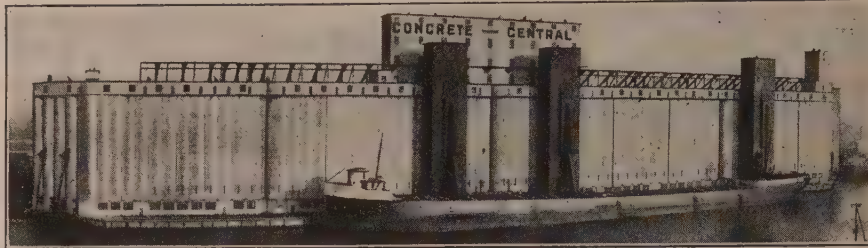
### To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale"  
columns of the GRAIN DEALERS JOURNAL,  
of Chicago. It will bring you quick returns.

OUR advertisers are helping us to improve Grain Trade  
conditions. SHOW YOUR APPRECIATION, Mention G. D. J.



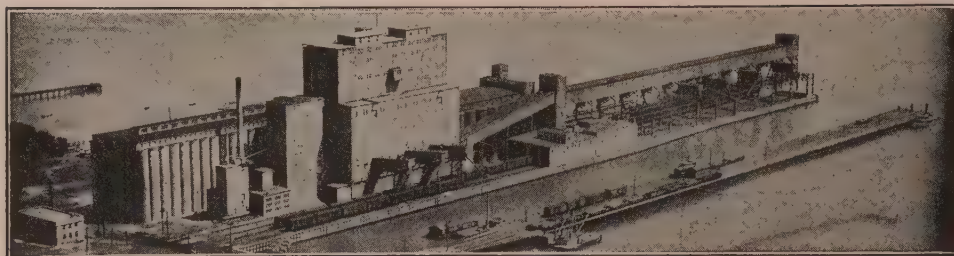
Operated by  
The Eastern Grain,  
Mill and Elevator  
Corporation



Concrete-Central  
Elevator, Buffalo,  
N. Y.  
Capacity  
4,500,000 Bushels

Designed and Built by  
**Monarch Engineering Company**  
Buffalo, N. Y.

Capacity  
5,000,000  
Bushels



Equipped with  
Four Stewart  
Link-Belt  
Grain Car  
Unloaders

**Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World**

Designed and Constructed by  
**James Stewart and Company, Inc.**

W. R. Sinks, Mgr. Grain Elevator Dept.

1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



One of  
**Several Elevators**  
Designed and Built by us Throughout Canada

The More Recent are

The Reliance Terminal Elevator	Port Arthur
The Jas. Richardson & Sons Elev.	Port Arthur
The Northwestern Elevator	Fort William
The Great Lakes Elevator	Owen Sound

**THE BARNETT-McQUEEN  
CONSTN. CO., LIMITED**

Designers and Builders of Grain Elevators

Fort William, Ont.

Duluth

Minneapolis, Minn.



**3,000,000 Bushel Grain Elevator**  
for

**A. E. Staley Mfg. Co.**

Decatur, Illinois

DESIGNED AND BUILT BY

**Folwell-Ahlskog Company**

Engineers and Constructors

323 N. Michigan Ave.

Chicago, Ill.





## Enid Terminal Elevator Company

Enid, Oklahoma

*Present Capacity, 550,000 Bushels*  
(Head House equipped to handle 1,250,000 bushels)

We are just completing a battery of tanks on opposite side of headhouse, making a total capacity of 1,100,000 bushels.

Designed and Built by

**Jones-Hettelsater Construction Co.**

Grain Elevators—Flour and Feed Mills  
708-9 Mutual Building Kansas City, Mo.

## 2,500,000 Bu. Terminal Grain Elevator

*Designed for*

**The Philadelphia Grain Elevator Company**

Port Richmond

BY

**FEGLS CONSTRUCTION CO., Ltd.**

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



## Santa Fe Elevator "A"

Kansas City, Kans.

Capacity  
6,500,000 Bushels



**John S. Metcalf Co.**

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago 434 St. Francois Xavier St., Montreal 837 W. Hastings St., Vancouver, B. C.

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES  
**Randolph Grain Driers**  
THIS DISTINGUISHES THE BEST FROM THE REST

### Recent Terminal Installations

Russian Government (16 driers).....Moscow  
Washburn Crosby Co.....Buffalo  
Seneca Elevator Corp.....Buffalo  
Early & Daniels Co.....Indianapolis  
Fostoria Storage & Trans. Elev., Fostoria, Ohio  
Capitol Elevator Co.....Duluth, Minn.  
Reliance Terminal Elevator...Fort William, Ont.  
Consolidated Elevator Co....Fort William, Ont.  
Northwestern Elevator.....Fort William, Ont.  
Northland Elevator.....Fort William, Ont.  
N. M. Paterson Co.....Fort William, Ont.  
Grand Trunk Pacific Elevator, Fort William, Ont.

Write or wire for catalogue

**O. W. Randolph Company**  
TOLEDO, OHIO, U. S. A.



1000 bu. per hr. Direct  
Heat Drier in Tank

### Robin Hood Mills

Mill and Elevator  
Saskatoon, Sask.



Now Under Construction by

**McKENZIE-HAGUE COMPANY**  
MINNEAPOLIS and SASKATOON



## PAINT and MOISTURE

Resistance to dampness is an important factor in the life of a protective paint as corrosion does not occur except in the presence of moisture.

## DIXON'S SILICA-GRAPHITE PAINT

with its pigment of flake silica-graphite possesses to an unusual degree that peculiar quality of water repellancy.

Because of this characteristic, as well as its oily nature and flake formation, Dixon's Silica-Graphite Paint is unequalled in resisting corrosion and providing protection.

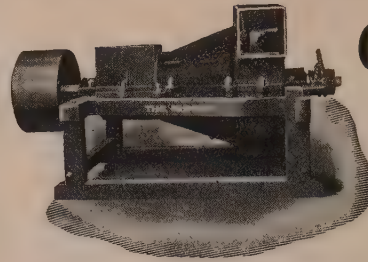
The result is that Dixon's Silica-Graphite Paint, judged by its cost per-year-of-service, is far more economical than the "cheaper-per-gallon" paints.

Write for booklet and color card 15-B

**JOSEPH DIXON CRUCIBLE COMPANY**

Jersey City  New Jersey

1827 — ONE HUNDREDTH ANNIVERSARY — 1927



## Corn Shellers which Last

*Prompt Service  
on Repair Parts*

Have Your Elevator Equipment Furnished and Installed

BY

**The Sidney Grain Machinery Co.**  
Sidney, Ohio

Successors to the Philip Smith Mfg. Co.



We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

*Write us for particulars*

**Cyclone Blow Pipe Co.**

2542-52 W. 21st St.

Chicago, Ill.

Armour Grain Co  
Chicago  
Northrup-King Co  
Minneapolis  
Quaker Oats Co  
Plants  
B. & O. Elevator  
Baltimore  
J. C. Hunt Grain Co.  
Wichita Falls, Tex.  
Santa Fe Elevators  
Kansas City, Mo.



## The Atlas Car Mover

*The Car Mover With Power*

When you put an Atlas under the wheels of a car there is never a question about moving it.

**Compound Action Fully Guaranteed**

**The Best Car Mover on Earth**

**APPLETON CAR MOVER COMPANY**

Appleton, Wisconsin

## Coal Sales Book

(Improved)  
For Retail Coal Dealers

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 10,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Buyer, Driver, Gross, Tare, Net, Kind, Price, Amount, Cash, Charge.

This book is 10½x15¾ inches and contains 200 numbered pages of linen ledger paper. Well bound with best binder board, covered with black cloth, with red keratol back and corners. Weight, 4 lbs.

Order Form 44 Improved. Price, \$4.00.

**Grain Dealers Journal**

309 So. La Salle St., Chicago, Ill.

## Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6¾ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7½x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

**Grain Dealers Journal**

309 So. La Salle St.

Chicago, Ill.



*When In Minneapolis  
Stay At*  
**The  
NEW NICOLLET  
HOTEL**

Opposite Tourist Bureau on  
Washington Avenue  
The Northwest's Finest Hotel.  
600 rooms with bath or  
connecting.  
Every room an outside room.  
Largest and Finest Ballroom  
in Northwest.

**Rates:**

59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

**MAIN DINING ROOM  
COFFEE SHOP**

3 Blocks from both Depots, Re-  
tail Center and Wholesale Center.

Under Management  
W. B. Clark

**Scale Ticket  
Copying Book**

Contains 150 leaves of scale tickets,  
four to a leaf. Each leaf folds back  
and with the use of a sheet of car-  
bon makes a complete and perfect  
copy of the original on the stub  
which remains. The original tick-  
ets form the outer half of page, so  
the removal of any ticket does not  
release the others.

Each ticket has spaces for the follow-  
ing record: No., Date, Load of, From, To,  
Gross lbs., Tare lbs., Net lbs., Net bu.,  
Price per bu., Test, Man On-Off, and  
Weigher's Signature. Size 9½x11 inches.  
Printed on good paper. 5 sheets of car-  
bon. Order Form No. 73, \$1.55; weight  
2 lbs.

**Grain Dealers Journal**  
309 So. La Salle St., Chicago, Ill.

**Shipping Notices Duplicating**

are designed for use by grain country  
shippers in advising receivers of ship-  
ments, giving complete information re-  
garding each car. The carbon copy re-  
maining in the book gives shippers a  
ready reference for each load.

The form shows the grade, kind and weight of  
grain loaded into car—initials and number, with  
seal numbers, at..... station, on..... date;  
billed shipper's order, notify..... draft for  
\$. .... made thru..... bank of.....  
to apply on sale of..... bushels made.....

Printed on white bond originals, per-  
forated so they may be easily removed  
without tearing, and yellow manila  
duplicates. Bound in books of 50 sets  
with heavy hinged pressboard tops and  
binders board bottoms, size 5½x8½  
inches and supplied with two sheets of  
carbon. Order Form No. 3. S. N.  
Price 75c. Send all orders to

**GRAIN DEALERS JOURNAL**  
315 So. La Salle St., Chicago, Ill.



**CAR LOADERS**  
Portable, Steel Tube  
Small Grain Elevators  
Require 3 H. P.  
Capacity, 20 bu. per minute  
Wire or write for catalog and price  
**Portable Elevator  
Mfg. Co.**  
200 McClun Street  
BLOOMINGTON, ILL.

GRAIN  
DELIVERED  
IN ANY  
DESIRED  
DIRECTION

*Consider the up-keep on the  
Feed Grinder you install*

Look well into the power required, the frequency of repair  
parts needed, the ultimate life of the machine. A comparison  
of costs will convince you of the economy of buying a

**MONARCH BALL BEARING  
ATTRITION MILL**

It grinds corn, oats, screenings, bran and cereal products  
into a uniform meal. Power consumption is no greater than  
many mills of half its capacity, and it will outlast any other  
feed grinder. Mills in service since 1910 are actual proof of  
its enduring quality.

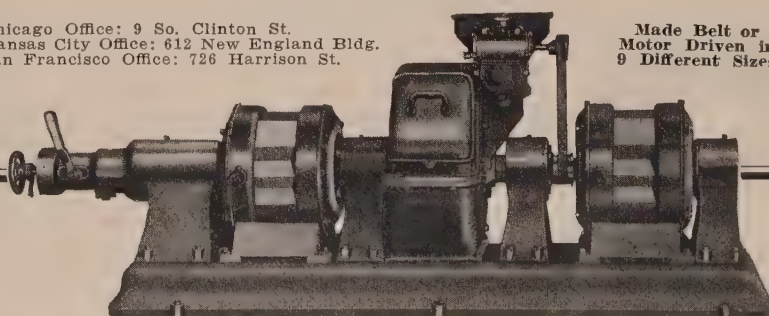
Our special Catalog I.D.-123 gives complete details of the  
Monarch—The Feed Grinder that returns maximum profits.

**SPROUT, WALDRON & CO.**  
1202 SHERMAN ST. MUNCY, PA.

*The Monarch Mill Builders*

Chicago Office: 9 So. Clinton St.  
Kansas City Office: 612 New England Bldg.  
San Francisco Office: 726 Harrison St.

Made Belt or  
Motor Driven in  
9 Different Sizes





# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**SOUTHERN MICHIGAN** — Grain Elevator, coal, feed business; good territory; reasonable. Write 59N8, Grain Dealers Journal, Chicago, Ill.

**IOWA**—25,000 bu. cribbed grain elevator, feed mill and coal bins for sale. Good condition; excellent territory. Address 58H4, Grain Dealers Journal, Chicago, Ill.

**INDIANA**—Elevator; coal, feed and grain business for sale; good plant; good location; no competition; capacity 18,000 bus. Priced right. Write 59N6, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—Elevator and annex for sale, 200,000 bus. annually; on main line C. B. & Q. R. R. A money maker. Must dispose of same immediately. First National Bank, Galva, Ill.

**CENTRAL NEBRASKA**—Grain elevator with modern bungalow. Elevator 12 M capacity, cribbed, in "A I." condition. A good going business; crops never better. Address 58M16, Grain Dealers Journal, Chicago, Ill.

**NORTHERN ILLINOIS**—20,000 bu. cribbed ironclad elevator, in cream of grain growing Winnebago Co., 8 mi. from Rockford; residence and general store in connection. Active sidelines, coal, feed, livestock, etc.; excellent drawing range. L. N. Bowman, Winnebago, Ill.

**NEBRASKA**—Small Lumberyard and good up-to-date elevator; no competition; good crop prospects; good school. Located on Burlington railroad. Also two iron-clad up-to-date elevators and coal sheds in nearby territory. Address 58L13, Grain Dealers Journal, Chicago, Ill.

**NORTHWESTERN OHIO**—Two Modern Country Grain Elevators doing good business shipping corn, oats, wheat, hay and straw, selling coal and feed, etc. Excellent farming territory; good location; good railroads and good schools. Priced right for quick sale. Write Pollock Grain Co., Middle Point, Ohio.

**OHIO**—Grain elevator, 8,000 bushels capacity; feed grinder and storage capacity for 10 cars. We sell coal, cement, drain tile, wire fence and fence posts.

All buildings and equipment in good condition and comparatively new. A good proposition to the right man. Located on private land and along the NYC Ry. tracks in Licking County. For further information address

Croton Elevator Company,  
Croton, Ohio.

## ELEVATORS FOR SALE.

**IOWA**—35,000 bu. Grain Elevator with coal and feed business for sale; good crop territory. Address 59P11, Grain Dealers Journal, Chicago.

**NEBRASKA**—4 dump elevator; Richardson County, Neb.; price \$6,000; big territory where corn, wheat and oats are handled; rich country; good reason for selling. Address Lock Box-H, Reserve, Kansas.

**SO. DAKOTA**—Four elevators at good grain points; fine crops; good territory; big business in sight. Two lumber yards in connection if wanted. Address 59Q1, Grain Dealers Journal, Chicago, Ill.

**OHIO**—10,000 bu. elevator, chop mill and coal yard; electric power; private switch for 7 or 8 cars; good dairy and wheat section close to good markets, priced to sell. Address 59Q9, Grain Dealers Journal, Chicago, Illinois.

**N. E. KANSAS**—11,000 bu. elvtr. for sale, 2 R.R.'s, town 1,500, electric power, sheller. Doing good grain, coal, feed business; good corn country, some wheat. Big corn crop in sight. Write 59Q11, Grain Dealers Journal, Chicago, Ill.

**SOUTHERN KANSAS** — Two elevators for sale. One 12M and one 4M bus. capacity, in good wheat country and lots of wheat in bins; good schools and churches, and good feed and coal business; both elevators handled from one place. Reason for selling—other business. Address 59P10, Grain Dealers Journal, Chicago, Ill.

**IOWA**—For sale, modern, well equipped 20,000 bushel cribbed grain elevator, with plenty of buildings and convenient trackage to handle the large coal, flour, feed and grain business of the present company. Also large two-story brick office and salesroom, all conveniently located near the center of Grinnell, a college city of about 5,000 in central Iowa. Total sales and purchases last year over a quarter of a million. Have been doing a cash business for the last four years. Reason for selling, a very large number of stockholders have moved from the farm or left the community and not directly interested. Farmers Elevator Company, John Evans, Secretary, Grinnell, Iowa.

## ELEVATOR FOR SALE OR RENT

**EAST CENTRAL ILLINOIS**—35,000 bu. well equipped grain elevator; one other privately owned elevator at station. Annual business of station about 500,000 bushels. Address 59P9 Grain Dealers Journal, Chicago, Illinois.

## FLOUR MILL FOR SALE.

**FOR SALE**—Shelby, Ohio, new concrete reinforced, seven story mill. Full particulars upon application. Address W. F. Miller, care of Hotel Southern, Columbus, Ohio.

**A RARE BARGAIN**—50-bbl. flour mill, Sprout-Waldron make; both water and electric power; new concrete dam; complete buckwheat mill, 22-in. attrition mill, corn mill; room for 9,000 bushels of grain in mill; two trucks; everything in good shape; located at Warren, Indiana, on Nickel Plate R. R.; good town of 1,800; warehouses are all equipped for feeding hogs; one of the best locations in Ind.; will sell one-half interest to a good mill man with references, or will sell outright; part payment down, good time on balance; reason for selling; am not a miller. For further particulars write M. J. Anderson, Warren, Ind.

## ELEVATORS WANTED

**WANT TO LEASE** a corn elevator in north-east Kansas or southeast Nebraska. Address 2418 West 6th St., Topeka, Kansas.

## ELEVATOR BROKERS.

**ALWAYS HAVE ELEVATORS** for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

## BUSINESS OPPORTUNITIES.

**IOWA**—Site of Farmer's Elevator Company at Elkhart for sale; also good double crib of 9,000 bushels capacity. If interested write or call. Geo. B. Volz, Secy., Elkhart, Iowa.

**ILLINOIS**—30 miles west of Chicago, coal, feed, oil, flour and grocery business; excellent business established in coal; 1926 sales \$52,000; also two residences. Address 59P2, Grain Dealers Journal, Chicago, Ill.

**KENTUCKY**—Large modern feed plant for sale, five story and basement, brick and concrete mill building and concrete elevator 125,000 bu. adjoining—also other warehouses—a complete plant—splendid location, advantageous transit and reshipping privileges. Best of reason for selling. Blue Grass-Elmendorf Grain Corp., Lexington, Ky.

**FOR SALE**—General merchandise stock of about \$15,000; good live merchandise in a good live town. A business opportunity. Moderate rents and insurance; low overhead. Those having shady trades, or speculators, need not answer. Would consider good elevator property if not too far distant. Address 59Q6, Grain Dealers Journal, Chicago, Ill.

**WISCONSIN**—Business and real estate for sale, to close estate; grain elevator, warehouse, garage, ice house, barn, 2 modern houses; 20 acres; complete equipment for business located in A-1 farming and dairy section, on railroad siding and concrete highway; dealers in coal, grain, flour, feed, seeds and cement; price \$30,000, half cash. Mid-West Business Exchange, 819 Wainwright Bldg., St. Louis, Mo.

## SAMPLE ENVELOPES.

**SAMPLE ENVELOPES—SPEAR SAFETY**—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

## MILL FOR RENT

Indianapolis, Ind.—Mill building, fire-proof construction, 50,000 sq. ft. floor space; adequate railroad facilities; will lease all or any part. Cheap.

FALENDER REALTY CO.  
Indianapolis, Ind.

# Big Bargain

N. ILLINOIS elevator for sale; small country village, own ideal location, on business lots; ample size, 14 bins; lumber, coal, seed and bldg. supplies. Stock clean. Rich territory. Credits and competition good.

HOLCOMB-DUTTON LUMBER COMPANY  
SYCAMORE, ILL.



## HELP WANTED.

**WANTED**—Traveling salesman to sell Field Seeds in Illinois. Preference given to man who is acquainted with dealers in that state. Give experience, reference and salary expected. Address 59Q4, Grain Dealers Journal, Chicago, Ill.

## SITUATION WANTED.

**WANT POSITION** with an Old Line Elevator, Eastern Nebraska or Western Iowa—By an experienced competent man, unquestionable references—Bond or anything desired. C. C. Adams, Wausa, Nebraska.

**POSITION WANTED**—A real manager, educated and experienced wants connection with a good grain company. If elevator company prefer western Iowa. Address 58M12, Grain Dealers Journal, Chicago, Illinois.

**POSITION WANTED**—as manager of Line or Farmers Elevator; can talk German, 17 years experience; understand grain business; can come at once; prefer Illinois. Address 59P8 Grain Dealers Journal, Chicago, Ill.

**POSITION** wanted with grain elevator by young man of good education who has had a number of years experience and understands the grain business. Iowa or Illinois preferred. Can furnish best references. Address 58M19, Grain Dealers Journal, Chicago, Ill.

**FARMERS** elevator manager with 16 yrs. successful record desires position with good company. Experienced all side lines. Good accountant. Render monthly balance sheet and profit and loss statements. Can handle big business. Ill. or Ind. preferred. Address 59Q15, Grain Dealers Journal, Chicago, Ill.

**POSITION** wanted with Farmers Elevator as helper or Ass't Manager; am experienced; good judge of grain, and bookkeeper; am not afraid of any kind of work connected with the elevator; my work will be satisfactory to the most particular; am 40 years of age, speak American and Scandinavian; married. Address 59N4, Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

**FAIRBANKS**—6 ton, type registering wagon scale for sale; price \$100.00 cash f. o. b. cars. R. A. Maarsingh, Lanesboro, Iowa.

**RICHARDSON** Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

**FAIRBANKS** Automatic scale, 4 bushel; latest. 5 Bushel Avery Automatic grain scale; reason for selling, larger scales; both scales in excellent condition. Thomas Brothers, Ashton, Idaho.

## SCALES WANTED.

**WANTED**—Weighing automatic scale for use in recording the wheat from our elevators to the mill. Carr Mfg. Co., Hamilton, Ohio.

**WANTED**—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

## MOTORS FOR SALE.

**WAGNER** Motor, 15 hp., complete, in A-1 condition, \$150.00 if taken soon. Address Rockwell City Elevator Co., Rockwell City, Iowa.

**GENERAL ELECTRIC** 25 H. P. motor, Type K. T. 220 V. 3 Phase, 60 cycle, speed 900 R.P.M. Only been used a short time, has never been overloaded. A bargain at \$240.00, including starter, switches, fuses, cabinet box, conduit and wire. Star Roller Mills, Burlington, Ind.

## HELPFUL BOOKS FOR CARLOT GRAIN HANDLERS.

**Clark's Decimal Wheat Values** cover only wheat and show the value at a glance or with one addition of any quantity of wheat from 10 lbs. to 100,000 lbs. at any market price from 60 cents to \$2.39 per bushel. Printed on ledger paper and bound in art canvas. Weight 12 ozs. Order Form 33XX. Price \$2.00.

**Clark's Freight Tables:** Show the freight rate per bushel from a given rate per hundred pounds, when the rate is from 2 to 50½ cents per hundred pounds, by one-half cent rises. The table is printed in two colors on heavy bristol board, size 7x9 inches, and may be used for determining the freight per bushel of 60, 56, 48 and 32 pounds. Price 25 cents.

**Shipping Notices Duplicating:** A convenient form for advising receivers of the kind, grade and weight of grain shipped.

Fifty white bond originals, machine perforated, easily removed without tearing, and 50 manila duplicates, bound in heavy hinged press-board covers, with two sheets of carbon, size 5½x8½ inches. Order Form 3SN. Price 75c. Weight 8 ounces.

**Confirmation Blanks, Triplicating,** will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of dual faced carbon, size 5½x8 inches. Order Form 6CB, 90 cents. Weight 9 ounces.

**Leaking Car Report Blanks** bear a reproduction of a box car and a form showing all points at which a car might leak, thus facilitating the reporting specifically places where car showed leaks at destination. One of these blanks should be sent with papers for each car with the request that it be properly filled out and returned in case of any signs of leakage. Printed on bond, size 5½x8½ inches, and put up in pads of 50 blanks. Order Form 5. Price 40c a pad; three for \$1.00. Weight 3 ounces.

**Clark's Double Indexed Car Register** gives ready reference to the record of any car. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left being numbered 0, 1, 2, 3 and 4, while columns on the right are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record." The marginal index figure which is repeated in upper corner of each right hand page represents the right hand or unit figure of the number entered, while the column heading is the second or tens figure. The required number can be instantly found if properly entered. Form 40, with space for 12,000 cars, \$2.50. Form 42, with space for 21,600 cars, \$3.25.

GRAIN DEALERS JOURNAL  
309 So. LaSalle St., Chicago, Ill.

## ENGINES FOR SALE

**FOR SALE**—John Lauson 40 h. p. kerosene engine in good condition. Reason for selling; Electric power installed recently. A bargain. Willshire Equity Exch. Co., Willshire, O.

## GRAIN WANTED.

**WE ARE ALWAYS** in the market for Feed Wheat, Mill Oats and Feed Barley. Send samples to Leeson Grain Co., Inc., Buffalo, N. Y.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

## Only One Way

to keep your business messages private and that is by using a grain code.

In selecting a code, you should avoid buying one so large you can't find what you want, or so small it don't cover the business.

## Universal Grain Code

Is just the code you need; a small book, 150 pages, containing 14,910 words covering your line of business and no two spelled near enough alike to cause an error. Three or four of these words will convey a long message that you would otherwise hesitate to send for fear of going into bankruptcy and no one would know their meaning without the code.

The price is only \$3.00.

Code words for the new U. S. wheat and corn grades are included.

GRAIN DEALERS JOURNAL  
309 So. La Salle Street, Chicago, Ill.

## KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

**Gentlemen:**—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm \_\_\_\_\_

Capacity of Elevator \_\_\_\_\_

Post Office \_\_\_\_\_

State \_\_\_\_\_







## SEEDS FOR SALE—WANTED

### BUCKEYE BRAND FIELD SEEDS

Strictly No. 1 Quality  
The J. M. McCullough's Sons Co  
CINCINNATI OHIO

### CORNELI

Seed Company  
Saint Louis, Missouri  
FIELD—GRASS—GARDEN SEEDS  
Weekly Price List on Request

### Tobin-Quinn Seed Co.

Kansas City, Mo.  
THRESHERS & CLEANERS  
HIGH GRADE MISSOURI BLUE GRASS

WE SPECIALIZE IN

ALFALFA BLUE GRASS  
ORCHARD GRASS and MEADOW FESCUE

WRITE FOR SAMPLES AND PRICES

RUDY-PATRICK SEED CO.  
Kansas City, Mo.

North American Seed Co.  
MILWAUKEE, WIS.

CLOVERS—TIMOTHY  
ALFALFA

Get our samples and prices before buying

LOUISVILLE SEED COMPANY, Inc.

Louisville, Kentucky  
Buyers and Sellers of All  
Varieties of Field Seeds  
Headquarters for Redtop Orchard  
Grass and Kentucky Blue Grass

Crabbs Reynolds Taylor Company  
CRAWFORDSVILLE, INDIANA

Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAIN

### J. G. PEPPARD SEED COMPANY

Buyers SEEDS Sellers  
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

### ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder,  
Seeds, Sudan Grass, Soy Beans, Cow Peas  
St. Louis, Missouri

### KELLOGG SEED COMPANY

MILWAUKEE, WISCONSIN  
FIELD AND GRASS SEEDS

### COURTEEN

Seed Company  
Weekly Price List on Request.  
Milwaukee, Wis.

### L. TEWELES SEED CO.

Distributors of  
BADGER BRAND SEED  
Milwaukee, Wisc.

## WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Lubricating System
Agricultural Gypsum	Magnetic Separator
Attrition Mill	Manlift
Bag Closing Machine	Moisture Tester
Bags and Burlap	Mustard Seed Separator
Bearings { Roller	Oat Bleachers and Purifiers
{ Ball	Oat Clipper
Belting	Pneumatic Conveying Equipment
Bln Thermometer	Portable Elevator
Boots	Power { Oil Engine
Buckets	{ Gas Engine
Car Liners	{ Motors
Car Loader	Power Shovel
Car Mover	Radio Equipment
Car Seals	Railroad Claim Books
Cipher Codes	Rat or Weevil Exterminator
Claim (B. R.) Collection	Renewable Fuse
Clover Huller	Safety Steel Sash
Coal Conveyor	Sample Envelopes
Corn Cracker	Scales
Conveying Machinery	Scale Tickets
Distributor	Scarifying Machine
Dockage Tester	Screw Conveyor
Dump	Self-Contained Flour Mill
Dust Collector	Separator
Dust Protector	Sheller
Elevator Brushes	Siding-Roofing { Asbestos
Elevator Leg	{ Steel or Zinc
Elevator Paint	Silent Chain Drive
Feed Mill	Smut Remover
Fire Barrels	Speed Reduction Units
Fire Extinguishers	Spouting
Friction Clutch	Storage Tanks
Grain Cleaner	Sulphur
Grain Driers	Testing Apparatus
Grain Tables	Transmission Machinery
Leg Backstop	Transmission Rope
Lightning Rods	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

### INFORMATION BUREAU

Grain Dealers Journal, 309 So. La Salle St., Chicago

## Scale and Credit Tickets

Form 51 duplicating, size 5½x13¾ inches is formed of 100 pages of white bond paper for the 500 original tickets, machine perforated for easy removal, 100 yellow post office paper for the 500 originals which remain in the book and 4 sheets of carbon paper bound in back. Each ticket provides spaces for "Number, Date, Load of, From, To, Gross .....lbs., Tare .....lbs., Net .....lbs. Net, ..... bus., \$. .... Due to ..... or order, ..... Weigher.

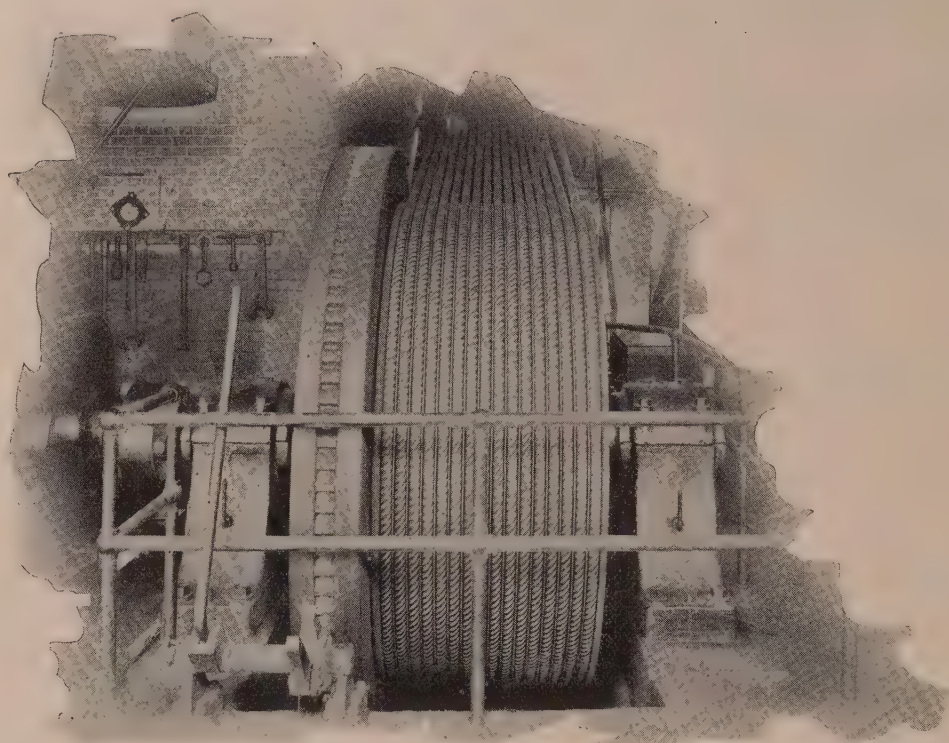
Check bound, well printed. Shipping weight 3 lbs. Price \$1.25 f. o. b. Chicago.

## Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.





## Everyone Interested in a Rope Drive Is Interested in Columbian Transmission Rope

Not too broad a statement when you consider that Columbian *Tape-Marked* Pure Manila Transmission Rope is another way of expressing "Service."

Regardless of the length of your rope drive, you cannot buy a rope which will give you the long, uninterrupted service that is always derived from Columbian Transmission Rope.

It is therefore the most economical Transmission Rope on the market and the ideal equipment for your Rope Drive.

Send for a copy of the "Columbian Book of Rope Transmission."



### Columbian Rope Company

322-60 Genesee Street

AUBURN "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans





## GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 20c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, AUGUST 10, 1927

SHIPPERS who accept heavy discounts for off-grades applied on track sales will not get premiums for the better grades unless they demand it. The screeching bearing always gets the oil.

OWNERS of elevators on railroad right of way who meekly accept unfair conditions or terms in their leases thereby encourage the real estate sharks of the railroad to gouge them deeper the next time.

THE RAPIDITY with which fire spreads about an elevator was proved conclusively at Milford, Neb., when Jacob Kiebler, who was cleaning out a deep bin, was unable to get out of the bin or to be rescued by firemen who knew of his presence.

SMUTTY WHEAT would not earn such heavy discounts in the terminal markets if all shippers did not rush their smutty grain to market at the beginning of the movement. The mixers are always glad to have a bountiful stock of off-grade wheat, but they must have a supply of good grain to bring it up to grade.

A SHIRT was sacrificed last week at Sacramento, Neb., to save a carload of golden grain from leaking all over the right of way. Oscar Erickson had just finished trimming a heavy load of new wheat when the box sprung a leak. Oscar having no facilities for unloading the car tore off his shirt and stopped the leak. The moral is, "Always cooper your cars carefully and line them in advance of loading them."

FREE STORAGE and advancing money have no friends among the grain elevator operators of Montana as is clearly shown by the resolution adopted at the Great Falls meeting recently. The elevator operator needs the storage room and the money for his own business. Why lend either to others?

WRITTEN CONTRACTS enlighten each party thereto as to the true intent of the other party so that misunderstandings can be discovered and adjusted before the contract is made to the greater satisfaction of both parties. Oral contracts always have been and no doubt always will be a prolific source of differences and disputes.

THE MAGNIFICENT hay crop of 1927 is large enough to feed millions of hungry horses, but farmers who depend upon tractors and gas engines for their power and automobiles for transportation have nothing to feed hay, so Congress will need to pass another McNary-Haugen bill to relieve (?) the depression of the hay market.

LIGHTNING losses continue to be heavier than usual altho no elevators protected by standard lightning rod equipment have been struck and the mutual fire insurance companies give enough credit for such protection to pay for the equipment from savings in premiums in three or four years. Inasmuch as the needed protection costs the property owner nothing, Why go without it?

IT IS your privilege, but should not be your pleasure, to listen to slanderous reports about your competitors. If you refuse to listen you will not be tempted to repeat the story, nor suspected of doing so. Many an expensive overbidding contest has been started at country stations by idle chatter which was not prompted by malice. You do not enjoy the mean things your competitor circulates about you. Help him to refrain by setting him a good example and thereby help to foster harmony and promote good will.

ILLINOIS GRAIN buyers have a new lien to look out for. The last Legislature which has been condemned quite vociferously by every one, saw fit to enact a law quoted in the "Asked-Answered" column of this number which gives threshermen a lien on grain threshed for a period of four months after the completion of the threshing so buyers of grain threshed or shelled will need to look out for this new lien lest they be called upon to pay for the threshing or shelling in addition to paying for the grain.

ELEVATOR OPERATORS of Eastern Iowa are experiencing a deep interest in the source of large quantities of early maturing corn. Some seem to feel that the quantity of early maturing seed sold was many times greater than the stocks on hand so the conviction prevails that many of the growers who grabbed these bargains in early maturing varieties of seed corn are doomed to certain disappointment. Most of the late planted fields in Eastern Iowa are said to have been seeded with "early maturing varieties," but the growth attained so far does not indicate that the crop will be early, in fact little of it is expected to mature.

WHEN you see a car leaking grain in transit send us the essential particulars for our "Leaking in Transit" column and we will try to get the information to the shipper so he can collect for his loss.

THE UNUSUAL improvements, additions and enlargements of country grain elevators being told of in recent numbers of the Journal indicate most emphatically the great confidence of the country grain dealer in the future of the business. Good crops and good prices help to speed up the business in all sections and bring joy to both producers and handlers.

ELEVATOR OPERATORS who hold aloof from trade ass'ns pay most dearly for the privilege. The progressive dealer who joins with his brothers in working to bring about improved business conditions not only helps every other dealer in the same line of business, but he places himself in a position to take first advantage of every opportunity to promote especially the business interests of all ass'n workers. The friendships fostered at conventions alone pay handsomely for the expense of ass'n membership. Keen minded dealers who are alert to the common interests of the trade can do much to help every one engaged in the business and as a rule these leaders are glad of the opportunity.

ARSON is becoming such a common crime that it is up to the elevator man to take extra precautions to protect his property from the pyromaniacs who persist in indulging in their favorite pastime. Several elevator fires reported in recent numbers have every evidence of having been started intentionally. One of the general characteristics of an incendiary fire is that it occurs at night when everyone is supposed to be asleep and the culprit can escape without detection. Another incendiary fire reported in this number occurred in the Paddison Elevator at Lapeer, Mich. The fire was discovered by the trainmen of a passing freight train who sounded the alarm and made it possible for the local firemen to extinguish the blaze. In this case papers had been stuffed into the grain chute and scattered promiscuously on a table and then set afire. Half burned matches scattered about the various points where the fire was started proved conclusively its origin.

GRAIN DEALERS who lease railroad rights of way for elevator sites or occupy land adjacent to rights of way owe it to themselves to safeguard their property against any unexpected hazards such as the piling of a large supply of grain doors, telegraph poles or cross ties close to elevators. The Hanna (Ind.) Lumber & Grain Co., protested against telegraph poles and cross ties being piled near to its elevator recently but without avail. The next day just after a heavy freight had pulled out the timbers were discovered to be burning. However, Hanna has a new enthusiastic volunteer fire department which extinguished the flames with chemicals. If that freight locomotive had scattered sparks over the timbers after every one had retired for the night, another elevator would have been burned. The elevator owner who is anxious to avoid having his plant and contents sacrificed to fire will keep a vigilant look-out against the exposure hazards.



THE FIGHT on the European corn borer has cost the Federal and state governments many millions of dollars, but what has been accomplished?

THE ELEVATOR operator who fills his bins with damp grain generally gets some distressing discounts and heavy losses if he did not buy it on a safe margin.

THE elevator without a truck dump is badly handicapped when it comes to buying of farmers hauling grain to market in trucks. The old style dumps retard the business of everyone interested.

JACK FROST is giving the wheat grower of Northern Canada a world of worry these cool nights and to the profit of the wheat grower of the United States, but later this same blaster of crop prospects will chill the hopes of the corn growers of the temperate zone.

OHIO BANKERS following a convention in Columbus recently took a three-day automobile trip among the successful farmers of the Northern part of the state and were more than pleased with the success of the intelligent farmers who use modern methods and equipment and ample capital in conducting their agricultural operations in keeping with the present day conditions. They wasted little time on the dullard who fails to recognize the changes affected in his market by the automobile, the tractor, the truck and Mr. Volstead and continues to produce meager crops of grains of which we already have a surplus.

"STORAGE LIABILITY \$18,611" is one of the discouraging items to be found among the Liabilities of a Minnesota farmers grain company and it is this very liability that has ruined many grain elevator operators. It is but natural that we should find in the same financial statement, accounts and notes receivable over \$7200, advances and "patrons special trades" over \$1200. The elevator operator who consents to run the elevator solely for the accommodation of his patrons without insisting on a profitable return invariably accumulates a lot of undesirable items in his assets column as well as in his liability column. The storage business, extending long time credits and advances of money have no place in the grain business and should be stopped.

GRAIN SHIPPERS who neglect to report loading weight for each car billed to receiver unnecessarily force an extra charge on their shipments routed beyond transfer point. In the absence of any information as to the net weight of grain in car to be transferred the buyer in order to play safe orders a 100 cap. car and where the in-bound load is unusually light, a 100 cap. car goes out from transfer elevator also light and the railroad assesses freight for the minimum carloadweight. This forces an unnecessary freight charge on the buyer, without any advantage to the shipper. All of which can be prevented by promptly reporting the exact weight loaded into car to terminal receiver. Buyers who intend to ship beyond first destination naturally will give preference in buying to consignments of known weights and grades.

LOCOMOTIVE ENGINEERS were granted an increase of 7½% in their rates of pay by the Eastern railroads last week which will increase the labor bill six million dollars, the increase to be paid by the shippers and the buyers of products shipped by rail.

GRAIN DEALERS who have a true appreciation of the benefits derived from the association work done by their enterprising leaders are always prompt to pay their dues and support any work undertaken by their organization in the interest of the trade. It is this loyal support of the far-sighted dealers who recognize the advantages of co-operating with their fellow-dealers that keeps the workers pushing for better business conditions.

LICENSE FEES for scoopers and transient peddlers of all kinds helps to protect the established merchants of a town against the irresponsible fly-by-nights who jump from one town to another as often as they can accumulate a long line of credit. In the interest of surer business and safer business methods every city council should enact an ordinance to discourage traveling irresponsibles who are disposed to prey upon the citizens. It does not matter that some peddler may succeed in having the law declared unconstitutional; the city council can change it a little and reenact it in the interest of the established merchants who pay taxes regularly and support the fire department, schools, churches and government of the town.

HOT BOXES are causing a number of fires in busy elevators and doubtless will cause many more unless owners equip their plants with anti-friction bearings or give closer attention to lubrication and inspection of bearings after plant is shut down for the night. From July 15th to July 25th the Farmers Elevator at Brule, Neb., handled 90,000 bus. of wheat. It had been operated all day Sunday and until midnight trying to take care of grain offered by farmers, and no doubt the entire operating force went home tired and weary. When Monday morning arrived the plant was in ashes. The lesson should impress upon other elevator owners the necessity of keeping a vigilant watch over all bearings worked overtime.

NORTH DAKOTA has suffered the loss of a number of elevators during recent years that were credited to arson with the result that some fire insurance companies have withdrawn from the state and others have increased their rates, but still incendiary fires occur and the pyro-maniacs are encouraged to start others by sympathetic judges who suspend sentences of confessed incendiaries because they have a family to support. The incendiary whose portrait is published elsewhere in this number burned the elevator at Leonard, N. D., last June simply because "the house was old and he was tired of running it and wanted a new elevator so he set fire to the old one." This is according to his own confession. The sympathetic judge sentenced the elevator agent to five years in the penitentiary and then suspended the sentence. Other property owners of the state will be called upon to pay the bill thru the medium of increased fire insurance rates.

### "Scale Tolerances" a Cunning Device.

According to law claims for loss of grain in transit must be settled on the basis of the amount of grain loaded into the car at point of origin, whenever the weight is proved. This fact has been a thorn in the side of the railroad claim agents, who knew that if the shipper went to law the railroad would have to pay the claim and the costs.

In order to nullify the law the carriers for more than a year have paraded before the shippers a schedule of so-called "scale tolerances" ostensibly for the purpose of making easier the assessment of freight charges on shipments of grain, by avoiding the labor of making alterations to correspond with the billed weight when the outturn weight is almost exactly the same. To carry out the deception the carriers made it appear that this matter emanated from the weighing committee of the American Railway Ass'n. Freight claim agents pretended to have nothing to do with the proposition while the shippers were being induced to swallow the bait. After the expected approval by the Interstate Commerce Commission the claim agents were expected to wake up to the opportunity by insisting on settling for loss in transit on the basis of destination weights, using the newly approved tariff as their authority, the docket containing a clause making the tolerances the basis of settlement of any "questions of differences in weights."

This charge of duplicity on the part of the railroad officials may seem too harsh; but we have only to point to the failure of the carriers to abide by the understanding when the natural shrinkage deduction was agreed upon, as proof that one branch of the railroad service can not be depended upon to remain within the limitations agreed upon by another. The natural shrinkage deduction was to apply only on bulk grain, but the carriers along the Pacific Coast lost no time in applying it to sacked grain. Admitting this was wrong the American Railway Ass'n promised to cancel such application and a conference was held for this purpose at Buffalo, but nothing was done to correct the injustice, which remains in practice to this day.

It is fair to assume, therefore, as do all grain men who have given the proposed tolerance any study, that the tolerances will be employed by the carriers' claim agents in the settlement of claims, which will be docked both the amount of the natural shrinkage and the tolerance, if the tolerances are approved by the Commission.

It is gratifying that the grain trade presented such a solid front in opposition to the tolerances, even for the purpose of assessing freight charges, at the Chicago conference Aug. 9, reported fully elsewhere.

The grain men's position is in line with the present practice everywhere, of basing transactions on specified destination official weight whenever obtainable, and the present practice should be continued without change. Even Western terminal markets having official weights trade on Eastern destination weights in settling for grain bought or sold, and such weights ought to be good enough for the carriers to assess the freight charges.

Whenever confidence in weights at named points of origin becomes so firmly established



that buyers are willing to accept those weights it will be time for the carriers to base freight charges on those weights, just as grain originating at certain points is accepted at billed weights for the assessment of freight charges, as specified in Jones transit tariff providing that "Billed weights at recognized terminal markets will be recognized as actual weights," naming Cairo, St. Louis, Peoria, Chicago, Indianapolis, Cincinnati and Cleveland. After a two years' fight Cedar Rapids, Ia., succeeded in having its weights recognized by the carriers, and there should be no objection to the extension of the same privilege to other points having dependable weighing facilities.

When the carriers are willing to settle all claims for loss of grain in transit on the basis of the weight at ALL points of origin it will be time enough to think of paying freight on the basis of weight at point of origin.

## Why You Lose Grain in Transit.

Grain shippers in every market will find much of interest and of help in the reports of cars leaking grain upon arrival in terminal markets which are published in this number of the Journal. A study of these reports should help every careful shipper to discover not only where his shipment leaked, but *why*.

On July 15th, according to the American Railway Ass'n the freight cars in need of repairs numbered 145,118. Some unfortunate grain shippers will expect to have every one of the 145,118 cars offered to them for their grain, but the discriminating shippers will reject the poor cars and cooper carefully every car received in the hope of getting paid promptly for all the grain that is placed in the car.

Some of the old time grain shippers who have wasted a lot of time and labor on stubborn railway claim agents insist that the grain shipper in the course of a year does not get enough from the railroad claim agent to pay for the time he spent in preparing the claims and that the cost of the grain lost in transit is still lost after he has accepted an unsatisfactory settlement from the claim agent.

Not only does the careful cooping and lining of cars relieve the shipper of a world of worry, but it reduces the amount of work necessary for him to collect for the grain he really places in the car. The extra effort at the time of loading not only increases his immediate returns from each shipment, but it gets the money to the bank more promptly and he does not have to accept compromise settlements for his property. The extra effort at the time of loading not only relieves the shipper of loss of grain, but also relieves him of the necessity of long drawn out controversies with bull headed claim agents who never will pay the claim in full even tho they know it is fully justified.

## Pool Members Suspecting Motives.

Compelling all farmers to market their grain thru the pool as suggested by Aaron Sapiro in his Saskatchewan travels recently does not seem to have met with the support of even the managers of the Canadian pools. Any attempt at compulsion would stir up an opposition to pool selling that would surprise even its champions. The farmer may fall for a lot of impractical schemes, but any attempt to coerce him will meet with bitter opposition.

Even the efforts of the Saskatchewan pool managers to gain complete control of all farmers business including the sale and distribution of farm products as well as the purchase of all commodities used by the farmers is meeting with merited condemnation by farmers, who have not lost confidence in their own ability to purchase intelligently and wisely. It is but natural that pool promoters who succeeded in inducing farmers to sign away their right to market their own grain at reduced prices should become obsessed with the idea that they can easily convince the farmer of his incapacity for business and induce him to turn over to them the making of all contracts for selling or buying anything needed for the incompetents. The conviction prevailing among the more intelligent class of farmers is that the greedy pool managers grabbing for the farmers business are entirely too mercenary.

## Buying by Grade.

Fresh type samples of the best grades of grain should be exhibited in every elevator office at the beginning of the movement of each new crop. Each sample should be plainly marked to show what grade it represents and pains taken to impress on farmer patrons the extra advantage of growing better grain. Every elevator operator is anxious to pay farmer patrons every penny he can for their grain and often is lead to pay more than he can afford because of the low quality of the grain delivered.

The buyer who takes pains to explain the characteristics of the high grades of the grain moving to market not only fills his progressive patrons with the desire to make that grade, but justifies the heavy discounts which he must take on the poor stuff if he is to get out even. Some elevator operators always keep a large sample of each car shipped so as to familiarize themselves more definitely with the grading to be expected in their favorite terminal. These samples also help the discriminating buyer to justify his discounts.

Every shipper knows full well that he must sell by grade, hence it is all important if he is to continue in the grain business that he buy strictly on grade. The old sloppy practice of buying grain by kind cannot be indulged with safety.

## Tough and Smutty Wheat Discounts

The percentage of tough and smutty wheat has shown considerable increase in Kansas City receipts during the past few days, and is coming from a wide territory, showing the result of recent rains. Such a volume of dry wheat has been moving previously to this time, that the discounts prevailing on this tough and smutty wheat have been remarkably light up to date, but for any volume of wheat to be taken on by the shipper, on the present basis of discounts, might result in a considerable loss, as the movement of this wheat gets under way.—*Shannon Grain Co.*

## Smut Prevalent in the Central States.

Reports received by R. T. Miles, in charge of General Field Headquarters of the Federal Grain Supervision at Chicago, Ill., are that smut is unusually prevalent this year in Illinois and the central states.

In Kansas and Nebraska, on the other hand the organized efforts of the exchanges, millers, railroads and Southwestern Wheat Improvement Ass'n seem to have borne fruit, in that smut in the Southwest is less than last year.

So much smutty wheat is coming to market at present that big discounts have to be taken. As the crop of Illinois is comparatively small it is suggested that farmers and dealers hold their smutty wheat off the market until later in the wheat movement, when, due to the smaller receipts of smutty wheat, the discounts can be expected to narrow.

## Discount Smutty Wheat.

The Chicago office of Federal Supervision has recently sent out a bulletin cautioning the trade against smutty wheat, with the hope that the country dealer will be better acquainted with the character of smut, and will be enabled to buy the smutty wheat on the same basis on which he has to dispose of it. The bulletin gives a good description of smut so that the buyer may recognize it, and says:

If only a small number of smut balls are present in the thrashed wheat they can be almost entirely removed by the proper application of forced air in cleaning, but wheat which is smeared with smut must be treated with special processes for scouring and washing. Such cleaning is made necessary by the fact that the odor of smut will carry thru into the flour in milling and the black smut spores cause the flour and bread to have a grayish appearance. The various processes by which smutty wheat is cleaned are necessarily expensive and for that reason the miller or terminal elevator operator will not take smutty wheat into his house unless an equitable discount is granted.

Since the country dealer must accept these discounts on all smutty wheat he sells in a terminal market, it is only proper that he should purchase smutty wheat from the producer on the same basis.

## The Canadian Wheat Pool Pays 15 Cents.

The second interim payment by the Pool, just announced, of 15 cents per bushel on No. 1 Northern, brings the basis of payment on that grade this season to \$1.30, as compared with \$1.40 under corresponding conditions last year. No definite indication of what the final payment will probably be this year has been given. The cut-off date for the 1926-27 Pool is July 15. The average of the daily closing prices in the open market for the year beginning July 16, 1926, and ending July 15, 1927, was \$1.46½. During the period in which the bulk of the crop is regularly delivered by farmers, namely, Aug. 1 to Nov. 30, the closing prices on the open market averaged \$1.44½. Prices as high as \$1.50½ were paid last October and as high as \$1.47½ last November. Eight months after Nov. 30 the settlement with Pool farmers has reached a basis of only \$1.30. Some weeks later a little more is expected to be paid by the Pool, but from the final payment will be deducted the cost of operation of the provincial Pools and the elevator and commercial reserves.—*Grain Trade News.*

**O**UR grand business undoubtedly is, not to see what lies dimly at a distance, but to do what lies clearly at hand.

Carlyle.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Why the Threshers' Lien Law.

*Grain Dealers Journal:* Just why was the law passed that compels us to collect threshing bills? This seems darn funny to us. We would like to have a law passed that would collect our coal bills and feed bills.

We can trust some thresherman for a lot of coal and then lose the bill, and we are compelled to collect his threshing bills for him. Is there anything fair about that? Why did we not know of this bill and try to have it blocked?—Wm. Ringle & Co., Cambridge, Ill.

*Ans.:* Interest was so concentrated in the legislature on a few bills such as that nullifying the quo warranto statute for the benefit of the Governor, the gasoline tax and bonding Chicago that some bills slipped thru unnoticed and became laws in the jam. The new law which was introduced by Mr. Hunter, Apr. 21, 1927, reads as follows:

**Sec. 5a.** Every person who, as owner or lessee of any threshing machine, clover huller, corn sheller or hay baler, threshes grain or seed, hulls clover, shells corn, or presses hay or straw at the request of the owner, reputed owner, authorized agent of the owner or lawful possessor of such crops shall have a lien upon such crops, beginning at the date of the commencement of such threshing, hulling, shelling or baling, for the agreed contract price of the job, or, in the absence of a contract price, for the reasonable value of the services or labor furnished. Such lien shall run for a period of 4 months after the completion of such services or labor notwithstanding the fact that the possession of the crops has been surrendered to its owner or lawful possessor.

### Signing of Side Track Agreement?

*Grain Dealers Journal:* I own an elevator that is on ground leased from the C. C. C. & St. L. Railroad. The ground is worth about \$300 and I pay \$75 a year for it. Is the company only supposed to charge 6%? Now they are asking me to sign a side track agreement. I have refused to sign it on the ground that the elevator has been here for 37 years and the former owner had it 12 years and never had to sign a side track agreement. I bot the elevator in July, 1926.

The company claims that since I bot the elevator after 1918 the law now is that it is the same as a new side track, and I must sign an agreement. Can I avoid signing an agreement on the grounds that none of the owners before me in the past 37 years had to sign one?—Walter S. Campbell, Greencastle, Ind.

*Ans.:* As this side track is entirely on the railroad company's right of way it is the same as the main track as far as ownership and maintenance are concerned. The shipper is under no obligation to pay the cost of maintenance in such a case. Shippers can be required to pay the cost from the point where the track leaves the right of way to enter the industry grounds. Therefore the shipper can strike out of the side track agreement all relating to the expense of maintaining the track. Unfortunately he can not strike out clauses holding him responsible for fire, nor the clause charging him a reasonable rental, say 6 per cent on the value of the land occupied by the elevator on the right of way in a lease.

In the case of Mr. Campbell he should refuse to pay the cost of maintaining the track, and offer the railroad company a reasonable rental. If the railroad company is so disposed it can force him to remove his elevator; but it is almost certain not to do so, however threatening its representatives may be, because if the elevator is forced off the railroad will be compelled to lay a track to the new elevator, or the old house if moved to a new location, and it will lose the rental. Altho there have been many disagreements over the amount of rental we know of no case where the railroad company has actually forced the elevator off the right of way or obtained the consent of the courts to

collect as ground rent more than 6% of its value.

### Speed to Operate Belt?

*Grain Dealers Journal:* I have been having considerable trouble in getting our leg belt to discharge properly.

It is a 12 in. belt equipped with 6 by 12 in. Salem buckets, set 16 in. apart and operates over a 36 in. head pulley. I turned this at 65 r.p.m. and the buckets carried considerable grain back down the leg. So I reduced the speed to 44 r.p.m. But still the buckets do not discharge properly.

At what speed should such a belt be operated?—H. Roland, agt. Ed. Conlin, Inc., Cortland, Ill.

*Ans.:* A 36-inch head pulley should run 38 revolutions per minute to discharge the buckets properly. If the speed is anywhere between 38 and 36 r.p.m., with a correct design of the head to let the grain out of the head, there should be no trouble.

### Employer's Liability in Ohio?

*Grain Dealers Journal:* I contemplate employing a man for the special purpose of repairing and painting my elevator roof.

Suppose this man, who is a careless fellow, falls off this roof and injures and possibly kills himself, can they come onto me for damage?—J. R. Helman, Bloomer, O.

*Ans.:* The law of Ohio creating the Industrial Commission to make awards of damages against employers provides in paragraph 2 of Sec. 1465-61, that the term "employee" does not include "any person whose employment is but casual and not in the usual course of trade, business, profession or occupation of his employer."

A man employed for the temporary job of painting the elevator roof therefore does not come within the jurisdiction of the Industrial Commission. The injured employee's only recourse would be under the common law, in which case he would recover nothing if the injury was not the fault of the employer. The defense of the employer would be contributory negligence, and that the worker assumed the risk.

The Ohio law applies to a grain shipper who has 3 or more persons employed regularly in his business. Every such employer who does not contribute to the state insurance fund is deprived of certain defenses to an action for damages. If the employer employs 5 or more he must make a report every January to the Industrial Commission at Columbus.

### Elevator Ordered Off Right of Way.

*Grain Dealers Journal:* I was in court for a day and half with the railroad company about its demand that my elevator be moved off the right of way as an alleged dangerous obstruction to the view at a crossing, but we got nowhere.

We had the railroad commission up and the commission said it had no power to compel the railroad company to give me a new lease.

We are 66 feet back from the crossing and the railroad commission said it does not consider it a dangerous crossing, and that the removal of the elevator would give no protection. Since the commission was here there has been nothing more said about moving the elevator. What should I do?—F. W. Ophoven, Antigo, Wis.

*Ans.:* The statement by the commission that it did not consider the crossing dangerous ought to be good enough to warrant the railroad company leaving the elevator stand where it is. The company probably has abandoned the idea of forcing removal of the elevator.

The railroad company is not in the business of furnishing land for warehouses and elevators to all who may apply. It can refuse to give a site for an elevator, and be within its legal rights. Furnishing a site is a different matter from furnishing transportation or a side track, which is compulsory.

The shipper whose elevator is on railroad ground can only rely on the self interest of the railroad company, by making it clear to the officials that the location of the elevator on the line of the road is an advantage to the railroad company, by furnishing grain depot facilities. Without elevators the grain must be scooped into the cars by hand, delaying the loading of the cars.

### Advocates Trading in March Delivery.

BY JAMES E. BENNETT.

The inauguration of trading in March delivery of wheat the first of August should have a tendency to maintain the Chicago market on the average at a slightly higher level, and tend to attract grain here that passes us by thru small interior points. More frequent deliveries will facilitate the merchandising end of the grain trade.

March has all the elements of an ideal delivery month. It fully carries the over-winter hedge; the delivery just precedes the opening of navigation and the opening of spring business. A buyer contemplating taking delivery for distribution is better off if supplied with a March delivery than taking the somewhat late delivery of May which may ultimately mean practically the first of June before delivery can be secured on a contract made in the pit.

Looking back over unfortunate developments on the floor of the exchange, manipulation, corners, etc., it will be noted that as far as wheat is concerned, most serious disturbances have occurred as a result of a May delivery that has been extended over a period of from nine to eleven months. Concentration of such a large volume in one delivery month leads to trouble, and the only suggestion in its favor is that carriers of grain, who, of course, perform some service, but mainly in their own behalf; that is, milking the trade for carrying charges, like such long periods, as there is a tendency to discourage purchases for actual consummation of delivery. The merchandiser who desires to take delivery is at a big disadvantage thru this extremely inconvenient method.

The ideal situation would be that delivery could be taken every month in the year. There is no real objection to this, and in fact, such an arrangement would be beneficial, probably, to at least 90 per cent of the trade, but habit is a strong influence, and altho some years ago there was an active trade in October and November, as well as September and December corn, that has entirely passed out. It is noteworthy that there is an active trade in cotton practically every month in the year, and always in from six to eight deliveries. The same statement applies with regard to sugar, rubber, cotton seed oil, and even on our own exchange, to provisions.

It is unfortunate that there is no trade in January corn. It will probably be extremely unfortunate this year, for January corn will probably mean corn that is fairly well matured and fit for delivery, whereas December is going to cause a terrific amount of trouble, unless there is a radical change in the weather.

Undoubtedly long deliveries are necessary, for there are some occasions for making private contracts for longer period than a few months. There is no reason, however, to limit deliveries in grain to merely four months when there is adequate machinery to operate 12 months in the year.

There are excellent reasons why we should trade in August oats. As a matter of fact, it is well understood that booking of oats in most years is on a basis of August-September shipment.

### Hedging Cash Purchases.

Several dealers have come to grief by selling wheat in June for July shipment based on the Kansas City July option, as 12% protein content is selling 6 to 7c above the price. They sold wheat for July delivery. Will the country grain trade ever learn that it is a losing game to hedge cash purchases by selling the option at from 3 to 6c less per bushel than is paid for it, freight added? Gentlemen, it cannot be done!—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n.



## Getting the Highest Possible Grades

By H. B. English,  
of Board of Review, U. S. Dept. of Agriculture,  
Chicago, Before Indiana Grain Dealers.

Any interested party, who is dissatisfied with the grade received on a car of grain, may appeal to the Federal Grain Supervisor in whose district the grain is located. Only in this manner is any certificate of grade issued by an employee of the Department of Agriculture. Such requests have greatly increased during the last few years, with a high record of approximately 60,000 appeals handled during the fiscal year 1926-27. The large total for the present year may be particularly explained by the low quality of the grain in various sections of the country due to poor harvesting conditions during the summer and fall of 1926. In each of these cases, a Federal certificate has been issued and the grade so determined has been considered final.

**Even Loading and Trimming.**—There is a tendency on the part of a few grain shippers of the country to load their cars very unevenly. If such shippers have a small quantity of low quality grain, they will place it in the car first and later will finish loading the car with grain of a higher grade. In practically all of such instances, this uneven loading is discovered either during the inspection or unloading of the car. In such cases the grade of the entire lot is based on the quality and condition of the inferior grain, causing a very severe loss to the shipper on the quantity of higher grade grain present.

**Blend! Don't Plug!**—We feel that such results can be materially decreased by properly mixing of the grain when loading. While mixing facilities at small elevators are undoubtedly very meager, it is surely possible to have grain mixed more evenly than it has been in the past. Even loading of cars makes accurate inspection much more probable, since it is then possible for the inspector to secure a sample which is truly representative of the carload.

**Trimming Aids Sampler.**—After car has been loaded trimming can be very easily accomplished by removing the large lumps which are formed wherever the stream of grain falls in the car. This action makes it possible for the inspector to reach the bottom of the car with his grain trier in both ends as well as the middle of the load.

While it may be possible to secure a portion of each of various qualities of grain loaded in a car, it is practically always impossible to secure an average sample of the entire lot in case the grain is loaded unevenly.

If the grain shipper will load cars evenly, trim them properly after loading, and leave a working space of at least 24 inches between the top of the grain and the roof of the car, he will have done his part thoroughly. The grain is then tendered to the inspector in a manner in which it can be properly sampled. The probability of receiving the proper grade on the same is very greatly increased.

From this point on it is the sincere aim of the department to see that the proper grade is assigned. We admit that this is not always done. We do not claim that our appeal grades are always accurate. But we are making constant efforts to bring about the highest possible degree of accuracy and uniformity of grading between markets. We are always willing to receive any complaints you may desire to make regarding inaccurate inspection or lack of uniform grading between markets.

**Should Know Grade of Grain Shipped.**—It is our contention that much less confusion will exist in the grain trade if the shipper determines accurately the grade of grain which he ships to market. While such grading may seem technical to some persons, there is nothing difficult about it.

The necessary equipment consists of a five foot grain trier, a moisture tester, an appropriate weight per bushel device, a balance accurate to 1/10 gram, and a set of appropriate sieves for dockage and foreign material determination.

With such equipment, it is possible for the shipper to determine the correct grade as accurately as an inspector, providing he uses it in the proper manner, and follows the interpretations for the various factors established by the Department of Agriculture. There are some grading factors in the standards which require careful analysis and study.

If a grain dealer follows such a procedure, he is able to form an opinion as to the accuracy of the grade assigned by the original inspector, and knows immediately if he should call for re-inspection or Federal appeal to secure this correct grade. Thus an advantage immediately accrues to such shippers and if this advantage is followed over a year's time, it is readily seen the shipper is well paid for his time and effort in doing such work.

## Moving a Grain Elevator Seven Miles.

The grain elevator of Stiefel & Levy at New Haven, Ind., was burned July 1, 1926, and as it was a good station the first decision was to rebuild. The firm, whose headquarters are at Fort Wayne, operates elevators at nearly a dozen points in Indiana, at one of which, Gar Creek, was a substantially built elevator that had done a large business up to about 10 years ago. As the volume of business did not warrant so large an investment at Gar Creek it was finally decided to move the elevator to New Haven, a distance of 7 miles.

H. Danner, a local mover, who was well equipped, contracted to do the job. He placed the building, which was of studded construction, on 24 trucks, the wheels having 12 ins. face and 24 ins. diameter, carrying the building about 5 ft. above the road, making the top of the building 70 ft. above street level.

The pulling was done by a 5-ton truck using 650 ft. of cable worked thru a double transmission.

The route lay over a gravel road and a paved street. The gravel road was 16 ft. wide, while the clearance between the trucks was 14 ft. Only 8 trucks out of the entire 24 were planked.

The crossing of the Wabash Railroad tracks, where the building had to be raised 7 ft. above the trucks, was accomplished in 2½ hours. Fear that the weight of the building would break thru and damage the street and a sewer 6 ft. wide and 10 ft. deep covered by the pavement led to a great deal of agitation against moving the elevator over this street.

The engraving herewith shows the building on the 60 ft. paved street, with the parked automobiles that refused to be frightened by the monster on wheels. While moving the elevator past one of the houses en route the owner took his wife, two children and a cow to the back end of the lot, fearing that the building would upset.

The foundation had to be made a little larger at New Haven, and as the building was not

damaged in any way during the moving, after it was placed on the new foundation there was absolutely no indication of its ever having been moved.

## Do You Plug Your Shipments Unintentionally?

By TRAVELER.

I was in Kansas City a while back and took it upon myself to browse around among some of the terminal elevators to see if I could learn something of benefit to the country shipper. At one of the larger elevators the superintendent opened up his conversation thusly:

"If there is one thing you ought to talk about and bring to the attention of the country shipper thru the columns of the Journal, it is the great numbers of plugged cars that come into this market. We get them every day. Out of the 18,000 cars received annually, fully 500 of them are plugged. We have found it profitable to hire a man who catches most of what the state department misses. Instead of probing a car five times, he uses his long tryer 15 times; sometimes oftener, if he gets suspicious." As we stood talking, the expert sampler came in with the announcement that another one had been found.

This gentleman mentioned that a large share of the apparently plugged cars received are not intentionally so loaded. Many of them are the direct consequence of neglect and carelessness in the manner of spouting grain into the car. The shipper frequently pays for his neglect by taking a lower grade than is deserved.

Out in the country I oftener than not found the shipper spouting his grain into the ends of the car first, because that was the easiest way. Whereas, if he filled the center first, chaff and light grain would be more evenly distributed, rolling to the sides instead of collecting in intensified areas near the center, where the sampler's tryer would find it immediately.

At one time and another the Journal has published articles on the best methods of loading. Some of us could profit by digging back thru old copies and reading them closely for pointers on loading.

## Child Saves Elevator from Fire

Charles Farmer, manager of the Stiefel & Levy elevator at Dawkins, Indiana, had experience with cob fires and cob spouts, and he had it figured out just what he would do if a cob fire started in his elevator. His ten-year-old son, through contact with his dad, absorbed his ideas. One day last week Mr. Farmer was out of town, and a passing locomotive dropped a spark into the cob pile, and the fire was headed for the cupola via the spout. But the youngster was nearby, and recalling what his dad would have done under the circumstances, he went to the cupola, stuffed some sacks into the spout to shut off the draft, and then called the fire department from a nearby town. The elevator was saved.

The boy who can keep his head and make the right move in a crisis possesses the stuff that heroes are made of.

## Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Oct. 10. Terminal Grain Weighmasters Ass'n, Hotel Fontenelle, Omaha, Neb.

Oct. 10. Chief Grain Inspectors National Ass'n, Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. Grain Dealers National Ass'n thirty-first annual convention at Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. United States Feed Distributors seventh annual convention at Hotel Fontenelle, Omaha, Neb.

Nov. 15-17. Farmers Elevator Ass'n of Nebraska, and Farmers Managers Ass'n of Nebraska, Hotel Yancey, Grand Island, Nebr.



The Storekeepers of New Haven, Ind., became Panic Stricken when they Saw an Elevator Come Rolling down Main Street.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Cooled Hot Bearing with Soap.

*Grain Dealers Journal:* One day recently I happened to be in a factory when an important bearing on a long line of shafting got hot and began to squeal. Inasmuch as the operation of the entire plant depended upon the running of that shaft and gave employment to 84 men a siren was sounded for the superintendent to make haste and stop the noise.

One worker attempted to oil the bearing but it was so hot the oil would not stay in. Another wanted to throw cold water on the bearing, but was dissuaded.

As soon as the superintendent discovered what was wrong he ran and grabbed a bar of laundry soap and cutting it in small strips placed it in the oil chamber. The melting of the soap tended to lubricate the bearing with the result that the bearing was soon cool enough to oil with good results, thus the bearing was put back in commission without the loss of any time or the shutting down of the machinery.

Elevator superintendents who have rush orders to get out another hundred cars before shutting down for the night should be able to profit by this man's successful use of a bar of soap.—C., A. M.

### "Proceeds of Draft a Preferred Claim."

*Grain Dealers Journal:* I was interested in reading your article entitled "The Proceeds of Draft a Preferred Claim" on Page 717 of the Journal. There was a case similar to this two or three years ago I think, in the District Court of Jackson County, Indiana, that was decided in the same way.

The Blish Milling Co. by whom I was then employed paid the draft against a car of feed which we had bought from a firm in Peoria, Ill. The Crothersville State Bank was the agent of the Peoria concern since we did not nominate a collecting bank but that Bank did not remit promptly to the seller and in the course of a few weeks was closed by the Bank Commissioner.

It was contended by the Commissioner that the feed company was an ordinary creditor but our understanding of the matter is that the court made them a preferred creditor and they were paid in full, the theory being that when we presented our check and took up the B/L the collecting bank became merely a collecting agent and trustee of the fund and not a depository thereof. The papers in this case had no notation similar to that in the Oklahoma case.—John A. Shields, Pres., Greendale Mills, Lawrenceburg, Ind.

### Finds Storing for Farmers Profitable.

*Grain Dealers Journal:* During the past few months I have read all that has been published in the Journal against storing grain free and wonder why some grain dealer does not write about giving away coal, seed or feed. It would be just as funny.

We have stored grain for years and found it a pleasant and profitable business. Had we speculated on it would have made a fortune as the farmers who store always lose. They hang on and will not sell so the carrying charges takes all. We charge 1½ cents per bu. per month for each of first three months, and thereafter 1c per bu. per month or fraction of month. Copy of our contract, drawn up by the writer, is given herewith.—Respectfully, Lenox Elevator Co., by R. W. Lenox, Richwood, O.

### Good Showing in Spite of Crop Failure

*Grain Dealers Journal:* With their permission, we are quoting from the report of the Farmers Elevator Co., of Bryant, S. D., for the fiscal year ending June 30, 1927. We are sending this statement to you, as we consider it an exceptional statement in several ways, and believe that it teaches several lessons in operating a country elevator:

RESOURCES	
Building and fixtures.....	\$12,500.00
Cash in bank.....	730.27
Certificates of deposit.....	1,020.56
Bills receivable.....	402.93
Book accounts (13 years).....	111.00
Inventory (grain-flour-coal).....	9,206.40
Due from commission firms.....	6,645.00
	\$30,616.76

LIABILITIES	
Capital stock.....	\$ 5,425.00
Surplus.....	10,000.00
Undivided profits.....	1,937.31
Co-op. educational fund.....	517.32
Stored grain.....	938.20
Unpaid grain checks.....	5,549.70
Non-stockholders reserve.....	1,725.66
Credits on flour ledger.....	144.60
Bills payable.....	None
Profit for year.....	4,378.97
	\$30,616.76

The first surprise we get in looking over this statement is the fact that although South Dakota had probably the worst crop failure in 20 years, that the manager of this elevator, Mr. E. H. Sauder, was able to show a net profit at the end of the year of \$4,378.97.

In reply to our inquiry as to how he was able to make this amount of money on such a poor crop, Mr. Sauder advised us that he attributed it to the fact that he was on the job every day, working hard to keep expenses down, and while he only handled 125,000 bushels, he worked hard to dispose of it to advantage, and says he made about the same amount of money in selling flour and feed and coal, as he did on grain.

The second important item in this statement, which we believe accounts to a great extent for the wonderful showing this company made this year, is the fact that during a period of 13 years, the present manager only has \$111.00 book accounts outstanding which means that instead of having the surplus tied up in book accounts, and borrowing money to do business with, they have been able to do business for cash, and do business on their own money. This item alone has been the downfall of many a country elevator.

The third good point this statement has is the fact that instead of paying out all their profits each year, in dividends, they have built up a substantial surplus of about twice the capital stock, which gives them additional money of their own to do business on, and saves them paying a high rate of interest on borrowed money, which eats into the net profits at the end of the year.

"Bills Payable, None" speaks for itself, with cash on hand, or due from commission firms of over \$7,000.00 and inventory on hand of over \$9,000.00 shows this company in wonderful financial condition.

Mr. E. Sauder, who has managed this company for the past 13 years, deserves considerable credit for bringing this company from the condition it was in when he took over the management up to its present excellent financial condition.

Regarding the item of "Unpaid Grain Checks \$5549.70," Mr. Sauder tells us this is a check that was issued, but not cashed, as the farmer apparently preferred to carry the check than to carry the money or put it in the bank at that time.

We would like to see other firms send in statements of their business to your paper, as they may show some shipper wherein he might be able to cut down his expenses or increase his profits.—Very truly, Fraser-Smith Co., Ltd., by A. L. Flanagan, Mgr., Milwaukee, Wis.

### Illinois Group Meetings Prove Helpful

*Grain Dealers Journal:* I attended several group meetings of country grain elevator operators recently and have been delighted with the confidence the dealers show in one another and their common opposition to the bad methods which have long been in vogue in Illinois. The more of these meetings I attend the more thoroly I am convinced that during the period grain is moving actively I believe it is absolutely necessary that each group should hold a meeting every month. Not only do these meetings help arouse and maintain an active interest in the common problems confronting the elevator operators, but they serve to give the individuals attending the meetings more confidence in themselves and a deeper sympathy for their brother dealers.

The dollar dinner helps to promote good fellowship and I firmly believe that thru these monthly conferences shippers will be able to market grain more advantageously and on safer margins. I do hope that all dealers in districts suffering from cutthroat competition will have the good fortune to be led to the local meetings. It is the one panacea for grief and trouble.—D. E. L.

### Short Cut Method for Computing Tenant's Share

*Grain Dealers Journal:* Here in Illinois we have many tenants to deal with, some of them are not very good at figures or at least they pretend not to be and they insist on my computing their share of the crop. As a rule they stop hauling as soon as they have sold their portion of the crop. The tenants' percentage seems to range from 30 to 40 per cent and one recently told us that next year he was to have 50 per cent for the next three years, but he is to add a lot of fertilizer and manure and turn a portion over to pasture the next fifteen months and repair fences and buildings. I have always figured the tenants share after reducing the pounds to bushels. Thirty percent of 1,000 bushels is 300 bushels and it is very easy to figure hence easy to avoid paying the tenant for more than his share of his crop. As a rule we have found the tenants very square and we have not been called upon to

### Future Sales Contract

This agreement made and entered into this ..... day of ..... 19..... by and between The Lenox Elevator Co., of Richwood, Ohio, known hereinafter as the part of the first part, and ..... of ..... known hereinafter as the party

WITNESSETH:  
That party of the second part has this day delivered to the party of the first part ..... bushels of No. .... and that all property and title rights, together with right of immediate sale or shipment of this grain is herewith passed and granted to party of the first part.

Party of the first part hereby agrees to pay in full the amount due for above specified grain at any time party of the second part demands payment, settlement to be made at market price of above named grain on day of such demand, less any amount which has been advanced, plus interest at 7%, and carrying charge of ..... cents per bushel per month for each of first three months and ..... cent. per bushel per month thereafter, time counted from date of this contract.

Signed ..... Party of the First Part.

Witnessed by ..... Party of the Second Part.

### RECEIPT FOR ADVANCE

Received of The Lenox Elevator Company ..... Dollars to apply against above contract.

Form Used by Lenox Elevator Co. in Profitable Storage.



pay for any grain the second time by the landlord who thought he was not getting his full share, but if there is any shortcut for determining the exact number of bushels belonging to the tenant I would like to know of it.—J. M. B.

### Iowa Conditions Show Needs of Closer Co-operation

*Grain Dealers Journal:* Whenever I hear a grain dealer complaining about business conditions the questions which first arise in my mind are what organizations is that man supporting that are working to bring about improved business conditions? Is he doing anything to defend his business or clear it of the false charges made against it by the agitators and the political potboilers? Does he support the live, progressive magazines published in the interest of his business?

If all of our thoughtful, progressive grain dealers who are now wasting much time, complaining of unsatisfactory business conditions would get behind the grain business and enthusiastically support its various activities we would surely get ahead much faster than we have been doing.

All grain dealers of the Hawkeye state admit they have many business interests in common with other grain dealers yet many of them permit their own selfish interests to divert their attention from the immediate business needs of the trade. So many bad practices and expensive methods are in vogue that few grain elevator operators have any net profit to show for their year's labor even tho they do buy on a fair margin. Loose methods have brought disaster to many different grain merchants principally because the individuals did not have sufficient backbone to discontinue recognized bad practices in which others persisted in indulging.

If the grain dealers of Iowa want better business conditions it is up to them to get together and work for the common good. Idling away their time in the seclusion of their own offices will never help them or their patrons. Only thru the agency of frequent group meetings can we hope to abolish many of the vicious practices which are now dissipating not only our margin of profit but also our working capital. If we are to market Iowa's grain efficiently we must get together and conduct a common campaign against the many wasteful practices now in vogue. Our own interests will never be permanently advanced until we show a disposition to pull together for the common good.—Geo. French.

Maybe those corn borers heard from here and there are the survivors of the 1927 campaign trying to arrange for a reunion, remarks the Indianapolis News.

Federal aid in procuring seed wheat has been asked by directors of the Kansas Co-op. Wheat Marketing Ass'n for the farmer victims of drouth and floods in Kansas.

Wheat received by the Oklahoma wheat pool the past three seasons is as follows: 1924-25, 6,281,067 bus.; 1925-26, 2,800,675 bus.; and 1926-27, 2,436,899 bus. It is interesting to note that in this fifth year (1926-27) of the operation of the pool the fewest bushels of wheat were delivered to it.

Thirty federal scouts are scouring the reported infested area of Indiana where fresh infestations of the corn borer have been lately reported. Late dispatches advise the borer has positively been identified in certain townships of Noble, Allen, and Whitley counties.

Combined wheat is unfit to go into elevators because of its greenness and dampness, according to J. C. Sutton, grain buyers of Fairview, Okla. When stored the wheat is said to crust over and be likely to mold. Some elevators are cutting the quotations on combined wheat.

### Grain Men Get Together on Scale Tolerances.

At the request of the railroad ass'ns Henry L. Goemann, chairman of the transportation com'te of the Grain Dealers National Ass'n had called a meeting Aug. 8 preliminary to the conference with the carriers Aug. 9 at Chicago, Ill.

The grain men met in the directors' room of the Chicago Board of Trade at 10 a. m.

John Bowlus of the Milwaukee Chamber of Commerce was chosen chairman; H. A. Feltus of Minneapolis, Minn., alternate chairman, and J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade, sec'y.

Mr. Goemann stated that the meeting had been called at the request of the traffic ass'ns.

The dockets were then read in an endeavor to ascertain just what the proposals of the carriers covered.

W. M. MOORE, Covington, Ind.: They have no right to say a country shipper weighs his grain heavy. Out of 174 cars of grain shipped from Covington and Foster, Ind., thru automatic scales 53 cars weighed over at terminal markets, 106 weighed less and 15 were sold on our weights. These 174 cars contained 14,164,968 lbs. and the shortage was 16,044 lbs., making a percentage of only 11 thousandths. We made only two claims last year, one was for 11½ bus. and has been paid, the other is more recent, for 13 bus., and probably will be paid. We have had cars arrive in apparently good order that were patched in transit. One car was leaking at Moorefield, and was patched at Indianapolis. We had many small shortages for which we made no claim.

Every angle of the proposed tolerances was discussed by those present, the result being that the consensus of opinion favored the retention of the present method of assessing freight charges on destination weights, without tolerances. The following resolution was then offered:

H. A. FELTUS: I move that the railroads be advised that it is the position of the grain trade that when shipments of grain and/or seeds are destined to points where official weights are obtained freight charges be assessed and collected on the basis of said destination official weight, subject to tariff minimum weights and rules.

Carried unanimously.

Adjourned for appearance next day before traffic ass'n officials.

Those present at the meeting of grain shippers were: John Bowlus, Chamber of Commerce, Milwaukee, Wis.; J. S. Brown, Chicago, Ill., rep. Chicago Board of Trade, New York Produce Exchange, Omaha Grain Exchange, St. Joseph Grain Exchange, Western Terminal Markets Traffic Com'te.

H. J. Campbell, of Townley, Wild, Campbell & Clark, counsel; A. W. Clark, vice pres., Cleveland Grain & Milling Co., Cleveland, O.; A. E. Dypwick, of St. Anthony & Dakota Elevator Co., Minneapolis, Minn.

H. A. Feltus, of Van Dusen-Harrington Co., Minneapolis, Minn., rep. also the North Dakota Farmers Grain Dealers Ass'n; R. M. Field, traffic manager American Feed Manufacturers Ass'n, Chicago, Ill.

Henry L. Goemann, Toledo, O.; W. M. Moore, pres. Indiana Grain Dealers Ass'n, Covington, Ind.; J. G. Munro, traffic manager Commercial Mills, Detroit, Mich.

J. A. Schmitz, chief weighmaster, Board of Trade, Chicago, Ill.; P. F. Scheunemann, traffic manager Monarch Elevator Co. (PV), Minneapolis, Minn.; D. A. Small, Archer-Daniels-Midland Co., Minneapolis, Minn.; John W. Shorthill, sec'y Nebraska Farmers Grain & Live Stock State Ass'n, Omaha, Neb.

F. B. Townsend, Minneapolis Traffic Ass'n; E. Wallace, Kellogg Co., Battle Creek, Mich.; N. C. Webster, Richardson Scale Co., Chicago, Ill., and H. F. Young, Pillsbury Flour Mills, Minneapolis, Minn.

### The Conference with the Carriers.

A thoroly representative gathering of the cereal industry attended the joint hearing by the Central Freight Ass'n, Illinois Freight Ass'n, Western Trunk Line Com'te and Southwestern Freight Bureau in the Transportation Bldg., at Chicago, Ill., Aug. 9.

E. F. AUSTIN, of the standing rate com'te, acted as chairman.

H. A. FELTUS: This subject was considered yesterday by the grain interests and we were unable to determine just what the carriers had under consideration, whether it had to do with the collection of freight charges, or went beyond that.

MR. AUSTIN read the docket, which referred to 'questions arising out of differences in weights on grain in transit.'

MR. FELTUS: We would like to have more definite information.

MR. AUSTIN: We have with us Col. Dodge, chairman of the weighing com'te of the American Ry. Ass'n.

A. J. DODGE read the schedule of tolerances, and a new schedule for the basis of adjustment of weights of grain, as follows: 60,000 to 66,000 lbs., 180 lbs. tolerance; 70,000 to 77,000 lbs., 210 lbs. tolerance; 80,000 to 88,000 lbs., 240 lbs. tolerance, and 100,000 and over, 300 lbs. tolerance; no correction of weight to be made if difference is less.

MR. FELTUS: We then understand the carriers' proposal as affecting freight charges only and will talk to the issue on that basis. At our meeting yesterday we believed the schedule would apply only to the collection of freight charges.

It was the unanimous feeling of everyone that we should co-operate with the carriers in every move to bring our ideas together. We concluded to come here today to tell you we had reached the thought expressed in the following recommendation:

**Resolved:** That the railroads be advised that it is the position of the grain trade that when shipments of grain and/or seeds are destined to points where official weights are obtained, freight charges be assessed and collected on the basis of said destination official weight, subject to tariff weights and rules.

That custom is in conformity with the practice that has prevailed for many years.

The customs of the grain trade between buyer and seller have been built around that method; the rules of the grain exchanges have been built around that principle, of assessing charges on official destination weights when those are obtainable.

The bulk of the grain received at points where official weights are obtained comes from points where official weights are not obtainable, from country points which have no official weights, no track scales and no weights at all. At Minneapolis 98 per cent of the grain comes from points having no official weights, and the percentage at Chicago is nearly as great.

Under the proposed schedule of tolerances it will be necessary to figure the percentages of both the billed and the outturn weights. It would involve great labor by the railroad freight clerks. We believe from the interest of the carriers themselves there should be no change. Altho our spirit is to co-operate with the carriers we would be compelled to resist.

HOMER B. PRICE, chairman transportation com'te Illinois Farmers Grain Dealers Ass'n: Altho we were not present at the meeting of grain men yesterday we concur with Mr. Feltus.

[Continued on page 169.]



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Pritchett, Colo., Aug. 4.—Wheat was a total failure this year but looks very promising for next as we have had 10 to 12 inches of moisture the past few weeks.—Jas. O. Dougan Grain Co.

### ILLINOIS.

Eldena, Ill., July 28.—Threshing is now commencing in this locality.—C. H. Pfetzing.

Dixon, Ill., July 28.—Spring wheat looks good, but the yield is uncertain. We will likely have some corn if the season is favorable.—Chas. Leake.

Kincaid (Bulpitt p. o.), Ill., July 30.—Crop prospects are not good. Wheat is making from 10 to 18 bus. per acre, corn half crop, hay good.—Chan Cowen.

Sterling, Ill., July 28.—New wheat has been moving for a week. It is of excellent quality, mostly testing 60 lbs. or better with low moisture content.—W. R. Michaels.

Morrison, Ill., July 29.—Wheat yields are falling short of expectations. Oats are light, especially late varieties. Corn is progressing but will need a late fall.—Farmers Elvtr. Supply Co.

Union Grove, Ill., July 29.—Wheat is yielding a light crop. The same is expected of oats. Corn is very uneven. A hail storm just north of us did considerable damage.—W. B. Bull & Son.

Franklin Grove, Ill., July 28.—We took in several loads of new wheat yesterday that tested 60 lbs. and contained only 8% moisture. It looks like a fine crop.—Raymond Dysart, H. W. Dysart & Son.

Maple Park, Ill., July 26.—Wheat looks like it will yield over 20 bus. per acre. Oats and barley look good. Corn is about three weeks late and highest hopes are for only a fair crop.—C. G. Campbell.

Round Grove, Ill., July 29.—Small grain crops are only fair. Wheat is averaging around 20 bus. per acre. Oats are reported to look pretty good. Corn prospects are very discouraging.—Jas. A. Matthew.

Cortland, Ill., July 26.—Wheat acreage is about normal or a little better than a year ago due to the planting of more spring wheat than usual. Barley is going to be good. Corn is very backward.—H. Roland.

Creston, Ill., July 27.—Wheat looks like a good crop, but is a little rusty. Corn will need at least 2½ months of good weather to make any kind of a crop. Oats are fair.—C. B. Lewis, mgr., Creston Grain Co.

Malta, Ill., July 27.—Wheat looks as tho it will produce a pretty good crop, tho it is a little rusty. Corn is discouragingly backward and few hold hope for much of a crop. Oats are fair.—A. Theo. Peterson.

Nachusa, Ill., July 28.—We will probably have some corn if the weather holds good and we have sufficient rain. Wheat varies. Early wheat is good, late wheat has been infested with rust.—E. L. Crawford.

Galt, Ill., July 29.—Wheat is making disappointing yields compared to expectations. Early oats will be good, but late oats are not encouraging. Corn is very uneven, but we expect to get a little.—H. S. Baldwin.

Malta, Ill., July 27.—We have a pretty good corn prospect immediately hereabouts and expect to get a fair crop if the frosts hold off. Wheat is very promising. Barley is a good crop. Oats are fair.—Geo. F. Ollman.

Ashton, Ill., July 28.—Wheat harvesting will be over this week and the new movement will commence next. Most of the farmers are getting exceptional yields. Corn may make something if the frost holds off.—J. M. Bergeson.

Ashton, Ill., July 28.—We have as nice winter wheat as you have ever seen. Most of the early oats are very good and so are some of the late oats, but rust bothers some. Corn is an average of two weeks late and very uneven.—O. C. Baker.

Elburn, Ill., July 26.—It looks like there will be quite a lot of wheat thru here. It is in good condition and of fine quality. Corn looks very doubtful. If we have a late fall, we will likely save some corn. Oats will be a pretty good crop.—Fred Thomas.

Franklin Grove, Ill., July 28.—We expect some corn here, some of it is up to normal. Early oats are good. Some of the late oats are infested with rust. Wheat, both spring and winter, will be good. Some of it has made 40 bus. per acre.—W. M. Herbst.

Sterling, Ill., July 28.—It looks like we will have a very nice crop of small grain thru here if rains don't spoil it. Newly threshed oats have tested 32 lbs. and 60 and 61 lbs. wheat is common. Corn is backward, but will probably produce a crop.—Addison Capp.

Fulton, Ill., July 29.—A hail storm thru this section did so much damage that our farmers will have very little grain to sell. It was a driving hail storm that knocked the wheat over so it had to be cut with a mowing machine instead of a binder.—David Flikkema.

Creston, Ill., July 27.—Wheat is a fraction better than average thru this immediate territory. About one field out of three will make some corn if the weather is favorable. Early oats are pretty fair but late oats are suffering considerably from rust.—H. W. Colwill.

Springfield, Ill., Aug. 3.—Rainfall was generally light over the north half of Illinois; it was mostly plentiful thruout the south half. Corn made good progress in the central and southern counties but this crop needs good rains over much of the northern division where droughty conditions have prevailed. Warmer weather would be beneficial. The oat harvest continues and wheat is mostly harvested. Threshing is general. The oats yield is decidedly poor. Cow peas and soy beans are growing favorably.—Clarence J. Root, meteorologist.

DeKalb, Ill., July 26.—Wheat harvesting is being rapidly completed and it looks like a very good crop, tho the yield per acre will not average as good as Michigan. Barley is good and so are oats, but corn is sadly delayed. Some of the old-timers say it takes corn three weeks to go from the tasseling to the roasting ear stage. Some of it is just beginning to tassel, and a lot more of it hasn't started. That puts it right up against September when in the roasting ear stage. Frost follows very shortly thereafter. Almost no hope is held for a corn crop thru this section of Illinois.—E. W. M.

### INDIANA.

Lucerne, Ind., July 27.—Wheat is averaging about 23 bus. per acre. Farmers are selling right from machines and threshing is progressing nicely. Oats are about one-half a crop.—C. B. Carlton.

Evansville, Ind., Aug. 1.—W. P. Stall, county agricultural agent of Jackson county, has estimated this year's wheat crop in that county at 500,000 bush, which is considerably less than in former years. The average per acre is 15 bus. The quality of most of southern Indiana wheat this year has been good.—C.

Covington, Ind., Aug. 8.—The early oats were good but most of them are not yielding anything, ranging from 2 to 52 bus. per acre. Wheat is poor and smutty, and the late oats were taken by rust, so thousands of acres were not cut. Corn is spotted, some so short you can see a rabbit clear across the field.—W. H. Moore.

### IOWA.

Vinton, Ia., Aug. 2.—Barley is a good crop of fair quality but not much of it is grown. Oats are fine.—J. K. Spike.

DeWitt, Ia., July 30.—Wheat is yielding fair. We will probably have a fair crop of oats. Corn is very late.—W. B. Wendt.

Washburn, Ia., Aug. 3.—Oats and barley are making good crops. Corn is backward but now making good progress.—R. F. O'Connor.

Fort Dodge, Ia., Aug. 5.—Oats are fairly good. They average about 40 bus. per acre. Corn is backward. It needs rain badly.—J. P. Redman.

Alden, Ia., Aug. 4.—Corn is about two weeks late and needs rain. Oats are a good crop and of fine quality. Barley is fair.—N. E. Flaherty.

Parkersburg, Ia., Aug. 3.—Oats are of excellent quality, so is barley. Corn is progressing rapidly and is only a few days late.—Glenn H. Schneck.

Judd, Ia., Aug. 5.—Oats are averaging about 42 bus. per acre. We will have no corn unless there is rain within 10 days. We had a little shower today but not enough to do much good. Corn is tasseling and drying from 8 weeks of drought.—L. E. Baughman.

Blairsburg, Ia., Aug. 4.—Oats are very good, yielding 50 to 60 bus. per acre. They test out from 28 to 35 lbs. Corn needs rain.—E. D. Waterman.

Atkins, Ia., Aug. 2.—Oats are a little light. Barley is pretty fair. If we don't have more warm weather corn is going to slip back.—C. H. Freeman.

Clarence, Ia., July 30.—Some of the corn will produce a crop but a lot of it will be fit for only fodder. We expect a good crop of oats.—Vern Freeman.

Duncombe, Ia., Aug. 5.—Oats are turning out very good. Early varieties are testing up to 35 lbs. with yields averaging around 45 bus. per acre.—J. W. Brown.

Vinton, Ia., Aug. 2.—Grain has been moving for a few days. Barley is coming in in good condition. New oats coming in grade No. 2 or better.—C. E. Donels.

Calamus, Ia., July 30.—Oats will turn out better than expected, tho they will not produce a heavy crop. Wheat threshing is about ready to start.—W. H. Grau.

Duncombe, Ia., Aug. 5.—Corn prospects are very poor. Today's rain should do a little good. The crop is about two weeks late. No ears are showing so far.—J. J. Clausen.

Austinville, Ia., Aug. 4.—Oats are making a fine crop. More barley is being harvested thru here than ever before. Its quality is good. Corn is a little late.—L. H. Schlanpp.

Barnum, Ia., Aug. 8.—Oats are yielding around 40 bus. Corn is very spotted, some is fair and a lot isn't. It doesn't look like we will have very much of a crop.—A. P. Ruebel.

Williams, Ia., Aug. 4.—Oats are making from 40 to 70 bus. per acre. Corn needs rain badly. We haven't had any rain for several weeks and the corn is in a critical stage.—W. J. Foran.

Aplington, Ia., Aug. 8.—Considerable new oats and barley are moving. We are shipping the first carload of barley to move out of here in many years. It is of excellent quality.—J. E. Popkes.

Ackley, Ia., Aug. 4.—Oats are falling short of the expected bumper crop. Barley is of excellent quality but its yield is not quite as good as last year. Corn prospects are very poor.—A. A. Carson.

La Porte City, Ia., Aug. 3.—Wheat is of good quality but little is raised here. Rye and barley are good and oats are expected to turn out an excellent crop, but we have very poor hopes for corn.—W. W. Milne.

New Hartford, Ia., Aug. 3.—Early oats are producing nearly 50 bus. per acre on our better land. They are of good quality. Quite a lot of corn is tasseling, but the crop is uneven and about two weeks late.—E. H. Moore.

Highview (Webster City p. o.), Ia., Aug. 5.—We will probably get some corn if we get rain and have the right conditions this fall. The oats were an average crop, producing an average of 50 bus. per acre.—M. F. Christensen.

Webster City, Ia., Aug. 5.—The oats are making the best crop they ever did around here. They are yielding all the way from 35 to 70 bus. per acre and test from 31 to 38 lbs. Corn needs rain badly. It has had hardly any since planting time or very shortly thereafter.—Harry Winn.

Grand Mound, Ia., July 30.—Wheat is of fine quality. It has been running 18 to 24 bus. per acre, but threshing has just commenced. Oats will be fair. Some of our corn is only 10 days late but much of it is too late to make a crop.—H. F. Mueller.

Baxter, Ia., July 28.—No threshing has been done around here this season so far, but the small grain is of a very good quality and I believe will make a very good yield. Corn in the fields is averaging all the way from 3 ft. high to tasseling stage, and with these frequent showers and with 90 to 100 in the shade, nothing but hail or windstorms can prevent us from having a good crop of corn.—W. T. Thorp.

Parkersburg, Ia., Aug. 3.—I am told corn prospects in this vicinity and west are quite a bit in advance of the prospects farther east in the territory thru which I have just passed. Personal observation along the roadsides confirms this report. Most of the fields have reached a nearly mature height and are already pretty well tasseled, tho the condition is a little



uneven. As the government report shows, much more barley than usual has been sowed and is being harvested. From Waterloo and Cedar Rapids south barley is a big crop. Most of the yields run over 40 bus. per acre.—E. W. M.

Cedar Falls, Ia., Aug. 3.—Oats here are producing 72 to 75 bus. per acre on good land. Barley runs from 40 to 45 bus. per acre. Rye is a fair crop. Wheat has threshed out 30 bus. per acre. Corn needs a lot of good weather to make a fair crop.—W. F. Tostlebe.

## KANSAS.

Topeka, Kan., July 25.—Wheat deliveries are light. Farmers are holding back their grain.—Topeka Flour Mills.

Scottsville, Kan., July 30.—There has never been as much wheat handled in the same time as this year.—Farmers Union Elvtr.

Hoxie, Kan., July 29.—Crops are very poor with a poor grade. However, corn looks good at present and we expect a good corn crop.—C. A. Crofoot.

Topeka, Kan., July 25.—General crop conditions are good. Ample rainfall recently to make a good corn crop with two or three rains in August.—Topeka Flour Mills.

Scott City, Kan., July 28.—We have no wheat or barley this year but fair prospects for row crops, which article is very scarce in this country. Conditions are very discouraging. Nothing raised for three years and only fair prospects for this.—J. E. Kirk Grain Co.

Sublette, Kan., July 28.—Very beneficial rains received here lately and fall plowing progressing satisfactorily. Large acreage being prepared for winter wheat, at least 10% over last year. Most of the wheat raised here this season is being used for seed here and in other western localities where no seed was raised.—Claude M. Cave.

## MICHIGAN.

Lansing, Mich., Aug. 6.—We have been buried under the biggest movement of wheat in this state ever known. Michigan farmers have sold not less than 5,000,000 bus. new wheat in the past 10 days. So far exporters have taken at least half of it at 8c over Chicago Sept. delivered New York City, this basis of course is all in favor of the exporter, but our Michigan farmers secured such a wonderful yield, running as high as 50 bus., they showed no hesitancy at all about rushing it into market.—G. M.

## MINNESOTA.

Warren, Minn., July 28.—Crops only fair this year.—George Hagflidt.

Beardsley, Minn., July 28.—Threshing will commence about Aug. 10.—Geier Elvtr. Co.

Tyler, Minn., Aug. 1.—Oats are very poor. Some threshing returns show only 17 test weight. Oats have receded 40% the past 10 days. Some fields will not be cut. Red and black rust responsible. Barley fair to good. Wheat damaged 20%.—L. L. D.

Minneapolis, Minn., Aug. 2.—Black rust has spread slowly thru the eastern half of North Dakota and in districts in the western half. Some fields show a light infection, in others it is fairly heavy. Black stem rust has recently damaged the wheat in some parts of Minnesota probably 10%, in others more. In South Dakota a good portion of early wheat has been cut, and number of samples show good weight and quality. In North and South Dakota where most of the durum is raised black rust is prevalent, altho in varying degrees. In some fields the durum appears to be more affected than the hard wheat. In Montana there are few traces of rust. In the southern districts the winter wheat harvest is from 50 to 75% completed with excellent yields. Rye harvest is almost completed in South Dakota and the southern half of Minnesota, the crop is uniform and the yields and quality satisfactory. The oats crop is disappointing, especially in Minnesota. There has been a heavy infestation of red rust that caused a reduction of 25 to 50% in the crop. Barley is very good generally. Condition of flax thruout the Northwest is promising. Late sown has shown good development, and most of the early is in the boll. Corn has also made good growth recently. A number of our reports state that some will mature.—The Van Dusen Harrington Co.

## MONTANA.

Antelope, Mont., July 26.—Crops are looking fine to date with a little red rust in places.—Hoover Grain Co.

## NEBRASKA.

Newman Grove, Neb., July 27.—Crop conditions good, considering the lateness of the season. Oats are being threshed today. Wheat is good but not much raised here.—Mark Wagers.

Randolph, Neb., July 25.—Oats are about 80% normal, and corn about 85%. Oats harvesting is now in progress with an estimated prospect of about 27 bus. per acre. Corn is about 10 days behind normal but is making wonderful progress the past 10 days and with another 10 or 15 days of favorable weather will be up to normal.—H. O. Peterson.

## NORTH DAKOTA.

Davenport, N. D., July 29.—Crops are looking good.—X.

Bathgate, N. D., July 25.—Crops are poor.—Farmers Elvtr. Co.

Sawyer, N. D., Aug. 6.—Crops are very good and rye harvest is in full swing, wheat harvest in 10 days.—Chas. Sweet.

Clyde, N. D., July 28.—Crops are heading out in fine shape, lots of moisture, no rust at all so far.—Ed W. Nelson.

Oakes, N. D., July 25.—The outlook is very promising for one of the best crops North Dakota ever raised, wheat, flax and barley being the most promising. Corn is a little backward and some doubt whether it will mature for commercial corn on account of the cold season we are having.—Gross Grain Co.

## OHIO.

Lodi, O., Aug. 1.—Field threshing of wheat has been completed and will average about 12 bus. per acre. Oats cutting started, average conditions. Corn very backward.—Lodi Equity Co.

Sidney, O., July 25.—The weather conditions here during the past month have been favorable to corn and oats. The indications now are that oats will be almost an average crop. The corn outlook now indicates a little more than half of the average yield.—E. T. Cusenbender.

Paulding, O., July 25.—Owing to the abundant hay crop and low price of same, acres and acres of clover hay are being plowed under for winter wheat this fall. One man in our territory is plowing under 175 acres that would yield 2 tons per acre. We won't have a third crop of wheat this year because it was so wet last summer and fall. Half crop of oats is a large estimate. Corn is spotted but doing nicely at this time.—Bitner & Pollock.

## OKLAHOMA.

Vinita, Okla., July 30.—Conditions are good for a fine corn crop around here as we have had several good rains recently.—X.

Alva, Okla., July 25.—Wheat crop was light in this community, from 3 to 15 bus. per acre. Condition of spring crops fair.—S. Shelly.

## SOUTH DAKOTA.

Bruce, S. D., Aug. 5.—Threshing has started and some new grain is coming in.—C. A. Chester.

## WASHINGTON.

Rockford, Wash., July 25.—Crops here are fair to good, some winter wheat is 40 bus. and some 20 bus. Spring grain is good.—Rockford Growers Warehouse Corporation.

## Government Crop Report.

Washington, Aug. 10.—The Crop Reporting Board of the United States Department of Agriculture makes the following forecasts and estimates:

Crop.	Acreage 1927.	Pct. of 1926.	*Acres.	Condition			
				Aug. 1, 1917-26.	July 1, 1927.	Aug. 1, 1927.	Aug. 1, 1927.
Corn	98.1	97,638	80.3	69.9	71.2		
Winter wheat	103.4	38,185	103.4	75.0	...		
Spring wheat	103.6	20,313	70.6	89.7	86.4		
All wheat	103.4	58,498	80.3	79.2	...		
Oats	96.9	42,914	79.4	79.9	74.8		
Barley	116.8	9,456	78.4	84.2	83.3		
Rye	107.6	3,860	...	89.7	...		
Flaxseed	94.6	2,653	72.8	86.3	86.4		
*Three 000 omitted.							
Crop.	Total production in million bus.		Indicated by condition.		July 1, 1927.	Aug. 1, 1927.	Aug. 1, 1927.
	1922-26.	1926.	5-yr. av.	Harvested			
Corn	2,767	2,647	2,274	2,385			
Winter wheat	556	627	579	553			
Spring wheat	208	205	274	298			
All wheat	808	833	854	851			
Oats	1,352	1,250	1,349	1,279			
Barley	193	188	243	249			
Rye	63.9	41.0	61.8	62.0			
Flaxseed	20.0	18.6	21.6	23.0			

## TEXAS.

Carrollton, Tex., July 25.—Grain crop very short this year.—X.

## WASHINGTON, D. C.

Washington, Aug. 5.—White clover seed production is expected to be larger than last year in Wisconsin and Idaho, but smaller in Louisiana, according to the United States Department of Agriculture. Acreage in Wisconsin is reported about the same as last year but yield per acre is expected to be greater. Weather conditions in that state have been favorable. Likewise in Idaho, growing conditions have been favorable and a larger yield is expected than last year. Flood waters in Louisiana caused less acreage than last year to be harvested.

## Rust in So. Saskatchewan-Manitoba Certain.

Chicago, Ill., Aug. 2.—In Western Canada light land comprises about two-thirds of the acreage. The abundant moisture supply assures a large crop on this acreage. Danger from an average frost is not great in this two-thirds. The heavy soil acreage is late and subject to rust and frost. Rust damage in Southeastern Saskatchewan and in Manitoba is certain but elsewhere doubtful. The frost hazard in the Northeastern quarter of Saskatchewan is large, as this section averages only 110 days between frosts and Marquis wheat requires 100 days to mature. Northern Canada was planted in more nearly normal season than was Southern.

At the slow rate spring wheat is maturing after the milk stage in our Northwest, it seems too much to assume that the Canadian crop will mature without some rust, much frost, and a stormy harvest. Seasonal conditions have been much the same on both sides of the boundary. Without these troubles a crop of 450,000,000 bushels should be produced. However, an estimate at this time of over 400,000,000 looks unjustified to us. The quality is almost always below average in a wet, late season.—R. O. Cromwell, Statist., Lamson Bros. & Co.

## Corn Condition Declines—Barley Up.

Chicago, August 1.—The condition of corn is 70.9% of normal, forecasting a production of 2,392,000,000 bushels, compared to our estimate last month of 2,321,000,000 bus. Prospects are good in the West, in the cotton belt, and in parts of Ohio. Elsewhere frost before October first will probably result in very little, if any, mature corn unless dry, hot weather retards growth and forces maturity at the expense of average sized ears. Indicated production by leading States in million bushels: Ohio, 107; Indiana, 107; Illinois, 204; Iowa, 364; Missouri, 140; South Dakota, 107; Nebraska, 226; Kansas, 115; Texas, 110.

Threshing returns indicate a winter wheat crop the same as our estimate last month, or 558,000,000 bushels. Production by leading States shows little change except for a marked loss in Oklahoma and a gain in Montana and parts of the far Northwest.

Returns are slightly disappointing from California to Maryland, except in Nebraska and Montana. Scab (a pink mold) and other berry rots are only now being detected locally and as threshing progresses will be more generally observed. Most of the dry, fluffy, rotted berries are blown out in threshing. This disease is unusually prevalent from Missouri to Maryland and will spread in the shock unless harvest weather is dry. A recent trip through central Illinois showed loss from this cause in all fields.

**Rust Endangers Northwest Production.**—Spring wheat condition is 82.0% of normal. Production, 288,444,000. By leading States production in million bushels follows: Montana, 55; North Dakota, 118; South Dakota, 36; Minnesota, 20; three Pacific Northwest States, 39. Montana has prospects for 20 per cent larger than the best previous record. If Northwest and Northcentral North Dakota escapes without rust damage, this State could well exceed the above figure.

**Black Rust Damages Oats.**—Oats condition 77.5%. Production, 1,355,000,000 bus. Oats are good in the northern third of the Northwest and increasingly disappointing going south. Black rust is more damaging to oats than to wheat in the Northwest and final crop may be smaller than these figures.

**Rye a Bumper Crop.**—On the basis of the July official increased acreage, a rye crop of 63,000,000 bus. is forecast. This crop may yet prove to be the third largest on record. There were 65 million bushels in 1924, 103 in 1922 and 91 in 1918.

**Barley Improves Markedly.**—Barley promises 261 million bushels compared with last official report of 243.—R. O. Cromwell, Statist., Lamson Bros. & Co.



## Late Corn Crop Makes Farm Situation Uncertain.

Washington, Aug. 1.—The backward and unpromising condition of corn is the feature of the crop situation. While early planted corn is well out in tassel, late plantings have made poor growth. The net result is a very spotted corn prospect, with the possibility that a considerable part of the crop will ear later on short stalks and the frost hazard will loom large.

The other principal crops made up some time during the past month and are now nearer normal. Haying is well along, a large crop secured in generally good condition. Cotton has made good progress, on the whole, though there is a widespread weevil menace throughout the eastern belt.

Wheat harvest is now moving up into the North, with threshing returns becoming more satisfactory. Winter wheat yields were disappointing in the southern belt but Nebraska is threshing out the greatest crop in its history. Spring wheat in the North shows the best prospect in five years, except in some local areas bordering the Rocky Mountain territory. The world wheat crop appears about the same as last year, more wheat in Europe being offset by probable shorter supply in Canada.

Our wheat belt reverses the conditions of last year, when the southern area had an excellent crop and northern spring wheat was a near failure.

General conditions are reported good on the Pacific Coast and similarly in the Rocky Mountain States except for drought in Utah and Nevada. A big wheat crop is being harvested in the Pacific Northwest.—U. S. Dept. of Agriculture.

## Condition All Grains 95.48% Aug. 1.

Chicago, Ill., Aug. 2.—The composite condition on Aug. 1 of wheat, corn, oats, and rye, stands 95.48% of the ten year average; winter wheat being 98.7% of its ten years average; spring wheat, 120.7%; corn, 87.2%; oats, 97.3%; and rye, 121.5%. Except corn, the main crops promise nearly up to or well over average yields per acre.

Winter wheat is not yielding as well as expected a month ago; the estimated yield per acre is 14.7 bus compared with 17.0 a year ago, and 14.9 the ten year average. Total production 562,170,000 against 626,925,000 last year. The greatest shortage this year is in the soft wheat regions.

Spring wheat forecast has been increased to 299,862,000 compared with a crop of 205,376,000 last year. The present condition of spring wheat is 85.2 against a ten year average of 70.6.

Black rust, which has been a menace to the crop, has made slow headway, except in parts of Minnesota, and it is now believed by most correspondents that the crop will mature before the rust does much damage.

Corn Gains in Central West.—Present corn forecast is 2,364,229,000. A material reduction by abandonment will probably be shown in the final acreage estimate. The present condition of the crop, 70.0, compares with a ten year average of 80.3. The gains during the month were in the region comprising Nebraska, Kansas, Oklahoma, and Texas. Elsewhere the crop generally made slow progress.

Oats Declines Slightly.—Oats forecast of 1,337,768,000 compares with the government forecast a month ago of 1,349,026,000 bushels, the reduction coming mostly from Minnesota. The condition of the crop is 77.3 against a ten year average of 79.4. The crop is expected to be somewhat under average weight.

The carry-over of old oats on farms is estimated to be 68,000,000 against 110,000,000 a year ago, and 93,000,000 the average of the preceding five years. In the south the carry-over is heavier than usual; elsewhere it is light.—Nat C. Murray, Statist., Clement, Curtis & Co.

## Corn Movement in July.

Receipts and shipments of corn at the various markets during July, as compared with July, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore .....	9,117	51,014	.....	75,039
Chicago .....	5,489,000	4,051,000	4,988,000	4,189,000
Cincinnati .....	312,400	449,800	330,400	536,200
Duluth .....	3,898	5,725	1,347	.....
Fort Worth .....	225,000	117,000	201,000	61,500
Hutchinson .....	62,500	6,250	.....	.....
Indianapolis .....	1,045,000	1,133,000	731,000	962,000
Kansas City .....	762,000	1,003,500	748,500	1,055,000
Minneapolis .....	818,440	260,080	687,241	191,879
Nebraska .....	895,830	626,450	543,750	447,940
New Orleans .....	156,000	108,000	385,266	623,796
Omaha .....	42,500	225,659	.....	.....
Peoria .....	931,000	1,323,000	1,456,000	865,200
Philadelphia .....	1,929,275	1,627,350	1,212,850	765,500
Portland .....	25,500	147,500	.....	89
St. Joseph .....	567,000	823,500	489,000	810,000
St. Louis .....	1,568,000	2,147,600	1,100,000	1,532,330
San Francisco .....	15,714	37,143	.....	.....
Superior .....	10,058	2,600	.....	.....
Toledo .....	226,250	246,250	174,140	150,770
Wichita .....	15,600	42,000	1,200	4,800

## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Bala, Kan., July 28.—About 50% of the wheat is moving direct.—B. Dodson.

Davis Junction, Ill., July 28.—Threshing will probably start about Aug. 3 or 4.—H. Lew Mathre.

Delphos, Kan., July 28.—Think that about 60% of our wheat crop is out of the farmers' hands, some in storage, but most of it shipped.—Delphos Mfg. Co.

Wellsford, Kan., July 25.—The grain movement was very rapid during harvest, which is largely by combines. Only a small per cent of grain left on farms.—Dunbar Grain Co.

Galveston, Tex., July 30.—The movement, we hear, will not be in the same proportion as last year when we handled practically 50,000,000 bushels thru this port. The unfortunate situation confronting us is that spasmodic movement of grain makes the profitable operation of terminal elevators most uncertain. For instance, during a two-year period Elevator A, one of our largest elevators, operated only 90 days.—Galveston Wharf Co.

The danger of heating in transit is considerably lessened if bales of new hay are loaded standing on end.

## Wheat Movement in July.

Receipts and shipments of wheat at the various markets during July, as compared with July, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore .....	2,036,630	2,130,208	560,513	1,573,907
Chicago .....	8,509,000	7,413,000	2,840,000	5,547,000
Cincinnati .....	1,503,600	1,022,000	190,400	138,600
Duluth .....	3,054,410	2,026,577	3,462,401	2,153,378
Ft. William .....	13,227,067	7,766,218	11,176,296	11,401,077
Fort Worth .....	5,861,800	6,389,600	953,400	281,400
Galveston .....	.....	.....	5,186,271	13,014,380
Houston .....	.....	.....	376,000	1,246,000
Hutchinson .....	5,169,150	13,189,500	.....	588,000
Indianapolis .....	1,508,000	1,407,000	499,000	588,000
Kansas City .....	19,538,400	31,949,400	8,526,000	7,245,450
Minneapolis .....	1,114,560	1,904,030	827,760	1,294,092
Nebraska .....	4,787,630	8,010,280	2,599,140	2,415,350
New Orleans .....	187,600	704,200	315,656	397,348
New York .....	1,840,400	4,022,000	2,299,000	4,232,000
Omaha .....	8,774,400	5,373,200	3,502,800	1,702,400
Peoria .....	120,550	197,600	108,750	106,800
Philadelphia .....	705,757	618,316	532,307	570,601
Portland .....	1,323,000	2,369,950	646,384	1,270,900
St. Joseph .....	1,737,400	2,515,800	630,000	680,400
St. Louis .....	4,390,400	7,066,200	1,288,410	2,434,000
San Francisco .....	252,667	222,933	.....	.....
Superior .....	1,306,000	2,270,406	959,300	1,949,170
Toledo .....	1,310,785	1,509,200	194,695	85,535
Wichita .....	5,767,200	11,000,600	2,794,500	6,183,050

## Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

	July 25.	July 26.	July 27.	July 28.	July 29.	July 30.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.
<b>WHEAT</b>															
Chicago .....	138 1/4	140	139	137 1/4	136 1/4	136 1/4	137 1/4	137 1/4	137 1/4	138 1/4	137 1/4	137 1/4	142 1/4	141 1/4	141 1/4
Kansas City .....	130 1/4	132 1/4	131	130	128 1/4	128 1/4	129 1/4	139	129 1/4	130 1/4	129 1/4	129 1/4	133 1/4	133 1/4	133 1/4
St. Louis (Hard) .....	137 1/4	139 1/4	138 1/4	136 1/4	135	135 1/4	135 1/4	135 1/4	136 1/4	137	136 1/4	135 1/4	140	139 1/4	139 1/4
Minneapolis .....	137	139 1/4	138 1/4	137 1/4	136 1/4	136 1/4	137 1/4	138	139	139 1/4	140	139 1/4	143 1/4	143 1/4	143
New York (domestic) .....	140 1/4	142 1/4	141 1/4	140	138 1/4	138 1/4	139 1/4	139 1/4	140 1/4	140 1/4	140 1/4	139 1/4	144 1/4	144 1/4	144 1/4
Duluth (Durum) .....	134 1/4	136 1/4	135 1/4	133 1/4	133 1/4	132 1/4	131 1/4	131 1/4	132 1/4	134 1/4	134 1/4	133 1/4	138	138 1/4	138 1/4
Winnipeg (Oct.) .....	144 1/4	146 1/4	146 1/4	144 1/4	143 1/4	143 1/4	143 1/4	143 1/4	144 1/4	145 1/4	144 1/4	144 1/4	151 1/4	150 1/4	150 1/4
Minneapolis .....	138 1/4	140 1/4	139	137 1/4	136 1/4	137	137 1/4	137 1/4	137 1/4	138 1/4	138 1/4	137 1/4	142 1/4	141 1/4	141 1/4
<b>CORN</b>															
Chicago .....	106 1/4	106 1/4	106 1/4	105 1/4	104 1/4	105	105 1/4	104 1/4	105 1/4	106 1/4	108	109 1/4	111 1/4	111 1/4	111 1/4
Kansas City .....	102 1/4	102 1/4	102 1/4	101 1/4	100	100 1/4	100 1/4	99 1/4	100 1/4	101 1/4	102 1/4	103 1/4	105 1/4	104 1/4	104 1/4
St. Louis .....	110 1/4	110 1/4	110 1/4	110	108 1/4	108	107 1/4	106 1/4	107 1/4	108 1/4	109 1/4	110 1/4	113 1/4	113	113
Minneapolis .....	106 1/4	106 1/4	106 1/4	110	104 1/4	105	105 1/4	105	105 1/4	106 1/4	108	109 1/4	111 1/4	111 1/4	112
<b>OATS</b>															
Chicago .....	43 1/4	44 1/4	44 1/4	44 1/4	43 1/4	43 1/4	43 1/4	44	44 1/4	45 1/4	47	47 1/4	48 1/4	48 1/4	48 1/4
Minneapolis .....	41	41 1/4	41 1/4	41 1/4	40 1/4	40 1/4	41 1/4	44	44 1/4	44 1/4	46 1/4	46	46 1/4	47 1/4	47 1/4
Winnipeg (Oct.) .....	53 1/4	54 1/4	54 1/4	54	53 1/4	53 1/4	54 1/4	54 1/4	56 1/4	57 1/4	57 1/4	57 1/4	64	62 1/4	62 1/4
Minneapolis .....	43 1/4	44 1/4	44 1/4	44 1/4	43 1/4	43 1/4	43 1/4	44	44 1/4	45 1/4	47	47 1/4	48 1/4	48 1/4	48 1/4
<b>RYE</b>															
Chicago .....	94 1/4	95 1/4	95 1/4	93 1/4	92 1/4	92	91 1/4	91 1/4	91 1/4	92 1/4	91 1/4	91 1/4	95 1/4	94 1/4	94 1/4
Minneapolis .....	87 1/4	89 1/4	88 1/4	87 1/4	85 1/4	85 1/4	85 1/4	85 1/4	85 1/4	86 1/4	85 1/4	85 1/4	88 1/4	88 1/4	88 1/4
Duluth .....	91 1/4	92 1/4	91 1/4	91 1/4	89 1/4	91	90 1/4	89 1/4	90 1/4	91 1/4	90 1/4	90 1/4	92 1/4	93 1/4	93 1/4
Winnipeg (Oct.) .....	94	95 1/4	95 1/4	94	91 1/4	90 1/4	90 1/4	90 1/4	91 1/4	92 1/4	91 1/4	91 1/4	95 1/4	94	94
<b>BARLEY</b>															
Minneapolis .....	69 1/4	70 1/4	71 1/4	70 1/4	68 1/4	68	69 1/4	68 1/4	69 1/4	70 1/4	70 1/4	71 1/4	75 1/4	74 1/4	74 1/4
Winnipeg (Oct.) .....	74 1/4	74 1/4	75 1/4	74 1/4	73	72	73 1/4	73 1/4	74 1/4	76 1/4	76 1/4	76 1/4	81 1/4	81 1/4	81 1/4

\*National holiday—closed.



## Scale Tolerances Opposed.

[Concluded from page 165.]

E. S. WAGNER, traffic manager Millers' National Federation, Chicago: Altho not present yesterday the Millers' National Federation concurs fully with the recommendation as stated by Mr. Feltus.

C. A. LAHEY, traffic manager Quaker Oats Co.: I was not present, but I concur in the statement Mr. Feltus made. But we are located with our plants at interior points. I understand the docket is intended to cover the entire United States. We have mills at Cedar Rapids, Ft. Dodge, Akron, Tecumseh, Richford, Vt., and Peterboro, Ont.

We have an arrangement at Cedar Rapids where the outturn weights are accepted for all purposes, after a controversy lasting two years. We are prepared to provide a weight that meets all requirements for accuracy. Mr. Feltus' recommendation would disturb that arrangement, which we want to continue so we have the same standing as the terminal markets.

At the East we have a different situation. When we buy grain and the shipment shows a loss we are confronted at our Akron mill by the statement of the grain men that they have no choice but to settle on terminal market weights. We have to pay freight on full weight of primary markets. Our weighmasters are as official as those of the railroad ass'n, but the tariffs do not help us. One of the railroads has settled our claims for difference in freights. We claim we are entitled to the same rights as any mill at a terminal market. If this rule is established thruout the East it will have the effect of nullifying all that has been done. We do now object to any change being made in the East that will affect the status of the Quaker Oats Co.

F. B. VANDENOVER, sec'y Southern Minnesota Mills, Minneapolis: I was not present yesterday, but I wish to concur with what Mr. Feltus has said. Weights at milling points should conform to the tonnage allowed out of transit points.

JOHN W. SHORTHILL, Omaha, Neb.: I would like to state for the farmers elevator companies that we are in agreement with the presentation as made by Mr. Feltus. Under

these tolerances the farmer would be paying freight on 240 pounds more wheat than was delivered at destination.

We have come to an understanding with the carriers on leases of right of way for elevators and our relations with the carriers have been greatly improved. The same with the furnishing of equipment. Instead of going to the Commission we now go to the carriers and get what we want. This case ought to be decided on the basis of what is the best public policy. We object to the assessment of freight charges on weight at point of origin.

MR. DODGE explained that if 88,000 was billed at point of origin and the weight at destination was 86,000 the weight would be corrected to 86,000 lbs.

H. L. GOEMANN, Toledo, O.: Speaking for the country shipper, I oppose this rule, as he would be given no correction if he had no weighing facilities.

HOMER PRICE: It looks to a farmer as if the railroads would like to beat him out of the freight on 300 lbs.

MR. SHORTHILL: I admit these rules work both ways, but, as there are more shortages than overages, we object to this change as a matter of principle. It is wrong to assess freight charges on weight at point of origin.

C. A. LAHEY: 71 per cent of the Quaker Oats cars were underweight and 8 per cent over weight.

LAWRENCE FARLOW, Bloomington, Ill., sec'y Farmers Grain Dealers Ass'n of Illinois: There is a law in Illinois that at any point shipping 100,000 bus. annually the carrier shall install and maintain a track scale and carrier is made responsible for weight at point of origin. The grain trade has been willing to avoid saddling this expense on the carriers and has acquiesced in settlement of freight charges on weight at point of destination. If the carriers become troublesome the grain trade might insist on having weights at point of origin.

MR. FELTUS: We want it definitely recorded that the grain dealer does not concede tolerances on scale weights. It is all bunk. If the scale is accurate the weight can be deter-

mined accurately. If it is not accurate it can be determined by a scale expert. It is not a question of scale tolerances or differences in weights. It is simply a question of what weight you are going to accept. We favor the present practice of assessing freight charges on the destination weights.

MR. VANDENOVER: I worked five years in a railroad freight office and I can say it would put double the work on the clerks in the railroad offices.

MR. SHORTHILL: I would like to know what tolerances have to do with the assessment of freight charges.

HOMER PRICE: From long experience in a railroad freight office I can say the country weigh bill is never used. It is the easiest way to figure the freight as it is done now.

P. F. SCHEUNEMANN, Minneapolis, Minn.: In a rush we are compelled to ship on estimated basis. It would compel us to pay freight on 88,000 lbs. when 87,760 was the outturn.

MR. FARLOW: If this tolerance goes thru it might be well to advise the country shipper to bill every car 500 lbs. over weight to defeat the tariff.

MR. SHORTHILL: We are unalterably opposed to tolerances in the assessment of freight charges.

One of the railroad men present suggested a small joint com'te of grain and railroad men be named to adjust the matter, but Chairman Austin thought the opposition was too great.

Adjourned sine die.

Railroad representatives present included E. F. Austin, standing rate com'te; J. B. Coffey, standing rate com'te; A. J. Dodge, manager Western Weighing & Inspection Buro; C. S. Dowlin, rate com'te S. W. Frt. Buro; St. Louis, Mo.; Geo. Merki, mgr. Central Inspection & Weighing Buro.

Grain Trade representatives present who were not at the meeting the day before were: L. F. Banta, traffic mgr. Indianapolis Board of Trade; Lawrence Farlow, sec'y Farmers Grain Dealers Ass'n of Illinois, Bloomington; C. A. Lahey, traffic mgr. Quaker Oats Co., Chicago; D. O. Milligan, sec'y Western Grain Dealers Ass'n, Des Moines, Ia.; John D. Mumert, traffic mgr. John W. Eshelman & Sons, Lancaster, Pa.; J. H. Pritzell, Fleischmann Transportation Co.; Homer B. Price, chairman transportation com'te Illinois Farmers Grain Dealers Ass'n; F. B. Vandenoer, sec'y Southern Minnesota Mills; and E. S. Wagner, traffic manager Millers National Federation, Chicago.

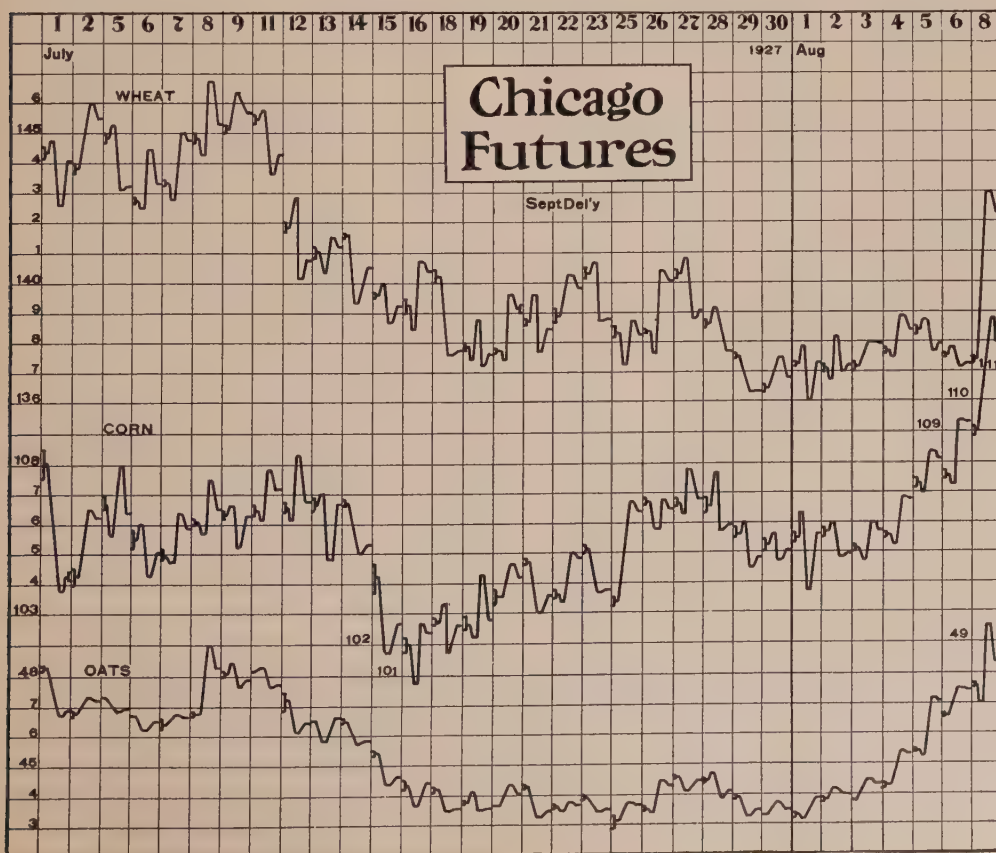
A restraining order was recently obtained by the Indiana wheat pool against a farmer near Columbus, Ind., to bind him to the delivery clauses of the pool contract he signed in 1924. An injunction is sought.

It pays to cultivate corn at least three or four times a season judging by the experience of the 100 Ohio farmers who have won membership in the 100-Bushel Corn Club of Ohio by growing 1,000 bus. of corn on 10 acres.

A yield of 53 bushels of wheat on a 51-acre tract is reported from a Gage county, Nebraska, farm near Barneston. The grain tested 60 and 61 pounds to the bushel. A 231-acre field of oats yielded 54 bushels per acre, while on a farm near Virginia a wheat field yielded 40 bushels and oats 60 bushels per acre.

## Poland to Build Grain Elevators.

The Polish Ministry of Agriculture at Warsaw, has worked out a plan for the construction of elevators and grain warehouses throughout the country, states a report from L. J. Cochrane, United States Assistant Trade Commissioner at Warsaw. Among the first elevators to be built according to this project will be one in Oswiecim to insure grain supplies for the Polish Silesian industrial district and to handle grain exports to Czechoslovakia, another in Thorn to serve the large grain producers in that area and a third in Gdynia to handle exports by sea. The total cost of the new proposed construction is estimated at around 15,000,000 zloty (\$1,600,000).





# Cars Leaking Grain Upon Arrival in Terminal Markets

The new crop is moving in large volume and altho the railroad companies claim to have made an extra effort to put all their box cars in condition to carry grain safely to destination many leaks are being reported in grain laden cars arriving in the terminal markets.

The very fact that shipments from some elevators generally arrive at destination in leaking condition proves at least that some men engaged in loading box cars are very careless about their work or else they do not know how to cooper and line properly the cars intended for transporting grain. Notwithstanding railway switchmen handle cars just as recklessly and roughly as ever the number of cars leaking grain upon arrival at destination is reported by terminal market weighers to be decreasing.

Their records show a gradual improvement during recent years also some of their reports cast discouraging reflections upon shippers because of the large number of leaks occurring thru and about the grain doors. Some railway claim agents have refused to pay claims for shortages in grain shipments where the car was reported to be leaking about grain doors. Their implication is that any leaks around the grain door are due to poor cooperage by the shipper. Leaks in other parts of the car are more directly a reflection on the carrier.

The railroads should and most of them try to put cars in good condition for the transportation of grain, but of course many of the cars get out of condition without the car inspectors detecting it and unless the grain shipper inspects each car floor, roof, ends and sides thoroly and repairs every break, loss of

grain is sure to follow unless each car's defects are covered with a heavy car liner.

Herewith we give the reports of several different terminal weighmasters on the number of cars arriving leaking grain, shippers who are determined to prevent the loss of their grain thru leaks in cars will surely study carefully the detailed statements with the hope that they will prevent a further loss of their grain from cars in transit.

## Cars Leaking Grain at Superior, Wis.

H. A. Juneau, State Weighmaster at Superior, Wis., sends a Condition Report of cars unloaded at Superior over a ten-year period, which is reproduced herewith. This report goes into detail on everything pertaining to the condition of the cars, showing not only cars leaking at sides, ends, etc., but also grain door leaks, patches, seal records, etc. He writes,

"I do not know that I can add anything to what has been published many times in your Journal regarding the necessity of shippers using proper care in coopering cars. While we are not having nearly as much trouble with grain door leakage as we had a few years back, still it is noticeable. This trouble seems to occur on certain shipments. For example on a recent movement from the Twin Cities to Superior, we noticed quite a large per cent of the cars from a certain elevator showing up with grain door leaks. Most of them at the side or end of the grain door which looked very much like the proper care had not been taken in fastening the grain door. As a whole, however, I think I am safe in saying that the

condition has been greatly improved during the past few years."

## Leaking Cars at Milwaukee.

M. H. Ladd, chief weigher, Milwaukee Chamber of Commerce, writes, Herewith you will find a statement showing the percentage of grain laden cars found leaking on arrival at Milwaukee for the first six months of the year 1927 as compared with the two previous years, 1925 and 1926. This statement, you will note, shows a very decided decrease in the percentage of the cars found leaking, indicating a marked improvement in the condition of the cars that are being furnished for grain loading.

From Jan. 1st to July 1st, 1927, 9,875 cars of grain were unloaded at Milwaukee, and 662 cars, or 7 per cent were found leaking on arrival. We have subdivided these 662 leakers as follows:

Over top of grain door .....	144
Bulged and broken grain door .....	143
Shifted grain door .....	41
At side wall .....	171
At end wall .....	44
At side door post .....	78
At corner post .....	16
At end post .....	5
Through hole in floor .....	12
At end door .....	5
At draw bar .....	3

662

The fact that 328, or practically one-half, of these cars were grain door leaks would indicate that shippers are not exercising as much care as they should in the construction of the grain doors.

## Condition Report of Cars Unloaded at Superior Over a Ten Year Period

	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926
Total Cars Received.....	25,696	43,861	24,156	30,105	36,802	51,470	36,869	67,482	51,700	33,672
Patches, New Nailed, Cltd. ....	1,595	4,470	2,242	4,291	2,674	4,175	2,096	3,035	1,689	862
Leaking Sides, Ends, etc.....	916	1,040	914	3,278	2,218	2,832	2,383	2,871	2,051	1,061
Grain Door Leaks.....	183	261	175	1,021	1,021	1,635	1,538	2,317	1,978	891
Stuffed Rags, Paper, Waste.....	25	215	185	580	443	375	215	270	137	102
Depression in Grain Line.....	50	40	56	138	314	253	235	155	197	198
Seals Broken .....	151	166	152	376	333	495	218	336	226	201
Seals Improperly Applied.....	49	53	53	77	102	148	92	184	195	45
No Side Door Seal.....	483	1,188	524	727	476	752	407	839	492	398
Side Door Cleated.....	110	270	111	180	95	291	136	96	92	33
No End Door Seal.....	99	623	301	705	615	815	471	434	308	145
End Door Cleated.....	15	35	8	24	6	19	4	7	0	0
Seals Lost at Elevators.....	25	112	42	73	21	43	22	61	23	29
Hasp Broken .....	60	77	47	133	95	357	156	177	122	59
Side Door Open.....	159	172	121	273	244	457	171	316	240	155
Side Door Boarded.....	71	405	126	172	21	155	30	39	10	6
End Door Open.....	18	26	30	41	41	40	20	25	10	10
End Door Boarded.....	326	414	44	90	49	56	42	21	13	2
Repaired in Transit.....	6	1	3	8	11	1	2	9	1	0
Loads from Wrecked Cars.....	3	3	1	8	10	21	7	24	12	2
Bad Order at Elevators.....	20	5	2	6	3	24	7	6	3	9
Percentage LEAKING .....	4%	3%	4½%	14%	9%	8½%	10½%	7½%	8%	6%
Percentage. Patched, New Nailed, Cleated, Stuffed .....	5%	10½%	6%	16%	8½%	9%	6¼%	5%	3½%	3%
Percentage Defective Seal Records.....	3¾%	5%	4¾%	7%	5%	5¼%	3½%	3%	3%	3%



## Statement Showing Percentage of Grain Laden Cars Found Leaking on Arrival at Milwaukee.

	1925, 12 months, to Dec. 31.	1926, 12 months, Jan. 1 to Dec. 31.	1927, 6 months, Jan. 1 to June 30.
Wheat .....	23%	13%	9%
Corn .....	11%	10%	7%
Oats .....	12%	12%	8%
Barley .....	12%	12%	5%
Rye .....	21%	14%	6%
Misc. other grains .....	10%	6%	5%
Total all grains .....	13%	11%	7%

## Leaks at New Orleans.

The record of leaks on cars handled by New Orleans Board of Trade Grain Inspection Department from Jan., 1926, to July 19, 1927, as reported by Chief Inspector S. P. Fears shows that of the 6,979 cars received 994 were leaking as follows:

Loose sheathings .....	102
Side of car .....	125
Draw bar .....	30
Over transom .....	30
End post .....	17
Corner post .....	47
End of car .....	38
Door post .....	120
Bottom car .....	13
Through side sill .....	6
Lumber door .....	1
End window .....	1
Grain lodged behind lining .....	5
Thru grain door .....	367
Under grain door .....	21
Over grain door .....	21
End of grain door .....	20
Bulged grain door .....	24
Shifted grain door .....	4
Broken grain door .....	1

Another thing that should be taken into consideration is the supply of cars for shipping. We hear of some roads that are already short on cars. This should be given serious attention, and should it appear to be the case with any shipper, at any station, his margin should be widened materially to cover the risk necessary.—Shannon Grain Company.

## Leaking Cars at Minneapolis.

P. P. Quist, State Weighmaster at Minneapolis, reports a decided improvement in the condition of grain carrying cars arriving in that market during the calendar year of 1926 and he expresses the conviction that 1927 will show a still further reduction in the number of leaking grain laden cars received. Northwestern grain shippers should be deeply interested in a careful study of the leaks in cars arriving in Minneapolis during the last ten years.

No doubt a more careful cooping of box cars by grain shippers has contributed largely to the reduction of leaks, but most of the grain carrying railroads have striven earnestly to keep their box cars in a better condition with the hope of reducing the amount of grain lost in transit as well as the amount of the claims for shortages in the shipments.

The number of cars leaking at the grain door is still large, in fact, it has not shown as marked a reduction as in the number reported leaking at ends, sides and bottoms. We feel confident that the grain shippers of the Northwest, now that a good crop is about to be moved, will recognize the advantage of exercising greater vigilance in cooping every box car they load and of lining them thoroly so that their profits will not be wiped out by unexpected leaks. Study the figures then take steps to prevent your grain being used for ballast all along the way to your favorite grain market.

Condition of Cars	January 1 to December 31, 1917	Inclusive 1917 to 1926	Inclusive in the Minneapolis District.
Leaky grain doors.....	9,017	1918	1919
Leaky ends.....	8,081	5,416	6,258
Leaky sides.....	5,555	7,723	6,646
Leaky bottoms.....	4,608	7,510	7,700
Number of leaks.....	1,006	1,241	2,000
Total number received and unloaded .....	14,200	21,890	22,604
Percent of leaks.....	12.6%	10.95%	10.92%
1917	1918	1919	1920
1921	1922	1923	1924
1925	1926	1927	1928
1929	1930	1931	1932
1933	1934	1935	1936
1937	1938	1939	1940
1941	1942	1943	1944
1945	1946	1947	1948
1949	1950	1951	1952
1953	1954	1955	1956
1957	1958	1959	1960
1961	1962	1963	1964
1965	1966	1967	1968
1969	1970	1971	1972
1973	1974	1975	1976
1977	1978	1979	1980
1981	1982	1983	1984
1985	1986	1987	1988
1989	1990	1991	1992
1993	1994	1995	1996
1997	1998	1999	2000
2001	2002	2003	2004
2005	2006	2007	2008
2009	2010	2011	2012
2013	2014	2015	2016
2017	2018	2019	2020
2021	2022	2023	2024
2025	2026	2027	2028
2029	2030	2031	2032
2033	2034	2035	2036
2037	2038	2039	2040
2041	2042	2043	2044
2045	2046	2047	2048
2049	2050	2051	2052
2053	2054	2055	2056
2057	2058	2059	2060
2061	2062	2063	2064
2065	2066	2067	2068
2069	2070	2071	2072
2073	2074	2075	2076
2077	2078	2079	2080
2081	2082	2083	2084
2085	2086	2087	2088
2089	2090	2091	2092
2093	2094	2095	2096
2097	2098	2099	2100
2101	2102	2103	2104
2105	2106	2107	2108
2109	2110	2111	2112
2113	2114	2115	2116
2117	2118	2119	2120
2121	2122	2123	2124
2125	2126	2127	2128
2129	2130	2131	2132
2133	2134	2135	2136
2137	2138	2139	2140
2141	2142	2143	2144
2145	2146	2147	2148
2149	2150	2151	2152
2153	2154	2155	2156
2157	2158	2159	2160
2161	2162	2163	2164
2165	2166	2167	2168
2169	2170	2171	2172
2173	2174	2175	2176
2177	2178	2179	2180
2181	2182	2183	2184
2185	2186	2187	2188
2189	2190	2191	2192
2193	2194	2195	2196
2197	2198	2199	2200
2201	2202	2203	2204
2205	2206	2207	2208
2209	2210	2211	2212
2213	2214	2215	2216
2217	2218	2219	2220
2221	2222	2223	2224
2225	2226	2227	2228
2229	2230	2231	2232
2233	2234	2235	2236
2237	2238	2239	2240
2241	2242	2243	2244
2245	2246	2247	2248
2249	2250	2251	2252
2253	2254	2255	2256
2257	2258	2259	2260
2261	2262	2263	2264
2265	2266	2267	2268
2269	2270	2271	2272
2273	2274	2275	2276
2277	2278	2279	2280
2281	2282	2283	2284
2285	2286	2287	2288
2289	2290	2291	2292
2293	2294	2295	2296
2297	2298	2299	2300
2301	2302	2303	2304
2305	2306	2307	2308
2309	2310	2311	2312
2313	2314	2315	2316
2317	2318	2319	2320
2321	2322	2323	2324
2325	2326	2327	2328
2329	2330	2331	2332
2333	2334	2335	2336
2337	2338	2339	2340
2341	2342	2343	2344
2345	2346	2347	2348
2349	2350	2351	2352
2353	2354	2355	2356
2357	2358	2359	2360
2361	2362	2363	2364
2365	2366	2367	2368
2369	2370	2371	2372
2373	2374	2375	2376
2377	2378	2379	2380
2381	2382	2383	2384
2385	2386	2387	2388
2389	2390	2391	2392
2393	2394	2395	2396
2397	2398	2399	2400
2401	2402	2403	2404
2405	2406	2407	2408
2409	2410	2411	2412
2413	2414	2415	2416
2417	2418	2419	2420
2421	2422	2423	2424
2425	2426	2427	2428
2429	2430	2431	2432
2433	2434	2435	2436
2437	2438	2439	2440
2441	2442	2443	2444
2445	2446	2447	2448
2449	2450	2451	2452
2453	2454	2455	2456
2457	2458	2459	2460
2461	2462	2463	2464
2465	2466	2467	2468
2469	2470	2471	2472
2473	2474	2475	2476
2477	2478	2479	2480
2481	2482	2483	2484
2485	2486	2487	2488
2489	2490	2491	2492
2493	2494	2495	2496
2497	2498	2499	2500
2501	2502	2503	2504
2505	2506	2507	2508
2509	2510	2511	2512
2513	2514	2515	2516
2517	2518	2519	2520
2521	2522	2523	2524
2525	2526	2527	2528
2529	2530	2531	2532
2533	2534	2535	2536
2537	2538	2539	2540
2541	2542	2543	2544
2545	2546	2547	2548
2549	2550	2551	2552
2553	2554	2555	2556
2557	2558	2559	2560
2561	2562	2563	2564
2565	2566	2567	2568
2569	2570	2571	2572
2573	2574	2575	2576
2577	2578	2579	2580
2581	2582	2583	2584
2585	2586	2587	2588
2589	2590	2591	2592
2593	2594	2595	2596
2597	2598	2599	2600
2601	2602	2603	2604
2605	2606	2607	2608
2609	2610	2611	2612
2613	2614	2615	2616
2617	2618	2619	2620
2621	2622	2623	2624
2625	2626	2627	2628
2629	2630	2631	2632
2633	2634	2635	2636
2637	2638	2639	2640
2641	2642	2643	2644
2645	2646	2647	2648
2649	2650	2651	2652
2653	2654	2655	2656
2657	2658	2659	2660
2661	2662	2663	2664
2665	2666	2667	2668
2669	2670	2671	2672
2673	2674	2675	2676
2677	2678	2679	2680
2681	2682	2683	2684
2685	2686	2687	2688
2689	2690	2691	2692
2693	2694	2695	2696
2697	2698	2699	2700
2701	2702	2703	2704
2705	2706	2707	2708
2709	2710	2711	2712
2713	2714	2715	2716
2717	2718	2719	2720
2721	2722	2723	2724
2725	2726	2727	2728
2729	2730	2731	2732
2733	2734	2735	2736
2737	2738	2739	2740
2741	2742	2743	2744
2745	2746	2747	2748
2749	2750	2751	2752
2753	2754	2755	2756
2757	2758	2759	2760
2761	2762	2763	2764
2765	2766	2767	2768
2769	2770	2771	2772
2773	2774	2775	2776
2777	2778	2779	2780
2781	2782	2783	2784
2785	2786	2787	2788
2789	2790	2791	2792
2793	2794	2795	2796
2797	2798	2799	2800
2801	2802	2803	2804
2805	2806	2807	2808
2809	2810	2811	2812
2813	2814	2815	2816
2817	2818	2819	2820
2821	2822	2823	2824
2825	2826	2827	2828
2829	2830	2831	2832
2833	2834	2835	2836
2837	2838	2839	2840
2841	2842	2843	2844
2845	2846	2847	2848
2849	2850	2851	2852
2853	2854	2855	2856
2857	2858	2859	2860
2861	2862	2863	2864
2865	2866	2867	2868
2869	2870	2871	2872
2873	2874	2875	2876
2877	2878	2879	2880
2881	2882	2883	2884
2885	2886	2887	2888
2889	2890	2891	2892
2893	2894	2895	2896
2897	2898	2899	2900



Ass'n, instead of standing back with the position that every farm relief plan that is proposed is wrong, helped in the solution of this problem, both for the farmer and for themselves?" he asked.

"The tendency in Congress is more rapidly turning to farm relief, particularly to the marketing problem as this is more and more realized to be the vital thing in the situation. At the last session a bill was passed creating a division of co-operative marketing in the federal department of agriculture to assimilate information in this line and to endeavor to build organizations into an effective whole."

The Great Lakes-St. Lawrence waterway project is something that should be supported by the west, the congressman said, being a project, which if completed will aid greatly in the reduction of freight rates to eastern coast points and to Europe.

After hearing Congressman Leavitt a motion was made for open discussion on matters brot up in his talk. A legislative com'te was appointed to act in conjunction with Mr. Leavitt on all matters coming up during the next year relative to the grain trade. Its members are Paul Trigg, Great Falls; John McVay, Lewistown; T. W. Hall and W. J. McCabe, Minneapolis; H. E. Kemp, Missoula.

There was considerable discussion as to the advisability of drawing up a law similar to the one now operating in Minnesota in regard to storage charges.

W. T. Giese of Helena, chief of the division of grain standards and marketing of the state department of agriculture, gave an estimate of 57,000,000 bus. of wheat as this year's crop in the state. He also discussed the laws under which his division operates.

Flour sold during the three months' period ending June 30th, 1927, amounted to 10,289,550 barrels, and represented 38.9 per cent of the capacity for the period. Sales during this period represented a lower percentage of capacity than for any similar period for which we have figures. This was to be expected in view of the large volume of sales made during the first three months of the crop year.—Sydney Anderson, pres. Millers' National Federation.

## Dust Prevention in Terminal Elevators

Dust everywhere in a grain elevator was long supposed to be an evil inseparably connected with the operation of grain handling machinery. After the dust had filled the air and settled, the practice was to take broom and shovel to clean up; and the earlier improvement upon this elementary method was the installation of piping to remove the dust by suction to separators, with such inlets as floor sweeps, etc.

If the suction could be applied at the machines where the dust was escaping it might be prevented from floating away on the air to every part of the plant and constituting a formidable explosion hazard; but this would take away some of the material before it reached the scales and the owners of the grain going into the house would be defrauded in the weight, especially since the operators of the elevator had it in their power to put on an excessive suction that would take out light kernels as well as the dust.

It remained for Thos. D. Budd and William R. Sinks of Jas. Stewart & Co. to solve the weight problem by returning the dust and light kernels of grain into the weighing hopper before weighing, and into the very same lot of grain from which the dust had been abstracted. Their system of dust prevention was thought out over two years ago, and is now in actual operation in several elevators, altho letters patent Nos. 1,629,991 and 1,630,780 covering the invention were not granted until May 24 and May 31, 1927.

The principle is very simple but its practical application required considerable ingenuity. By linking the drive of the dust prevention fan with the drive of the machine creating the dust, its operation, is made automatic only when needed, and the power consumed is negligible. It happens that the fan takes least power when the elevator leg takes most power, in starting; and that as the leg gets up to speed and takes less power the fan takes more, forming an ideal load for the electric motor, to which the fan is direct-connected.

### Garner and Leg Dust Prevention.

Patent No. 1,630,780 covers the application of the invention to garners and elevating legs. In the engraving herewith, Fig. A, is a diagrammatic side elevation of leg, garner and scale. Fig. B is a section thru the top of the house, and Fig. C is a section along the line 4-4 of Fig. B.

The flow of grain thru the hopper bottoms, A6, is controlled by the garner slide B, the movement of which is controlled by garner levers B1, on control shafts B2. B4 is a canvas curtain depending downwardly from the hopper bottoms, A7 toward the scale hopper A8.

C is a dust collector having an air outlet C1 for the discharge of clean air into the outer atmosphere and a discharge spout C2 adapted to discharge dust into the garner. C3 is a conduit for dust laden air leading from the centrifugal fan C4 and discharging into the rotary or centrifugal dust collector. This fan is driven by a belt C5 from the pulley C6 at the top of each of the legs, there being one leg for each garner and one dust collector fan and conduit for each leg so that when the leg stops running, the displacement of air by the fan will also stop. C7 is a conduit leading from the top of the garner A5 to the fan C4 and C8 is a suction duct leading from the top of the garner to the scale hopper inside the curtain B4, so that air is drawn from the garner to the fan setting up a vacuum in the garner and when this takes place, air is also drawn from the scale hopper to the garner and discharged therefrom at a point remote from the connection to the fan. D3 is a control valve at the lower end of the conduit which controls the flow of the air from the scale hopper to the garner.

The necessity for this valve is obvious because if a suction were placed on the scale hopper when weighing is taking place, the weighing action would be radically interfered with and it is desirable to have a suction then only during the time when the grain is flowing to the hopper and during the time when dust is being created.

The control valve D3 is adapted to control the flow of air thru the conduit C8 to and

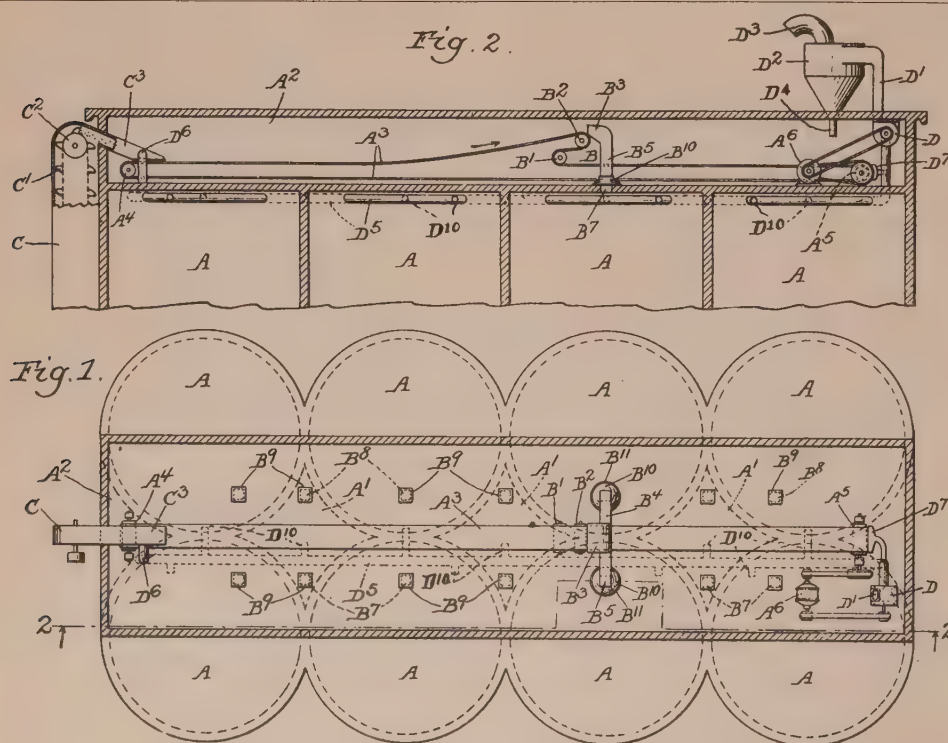
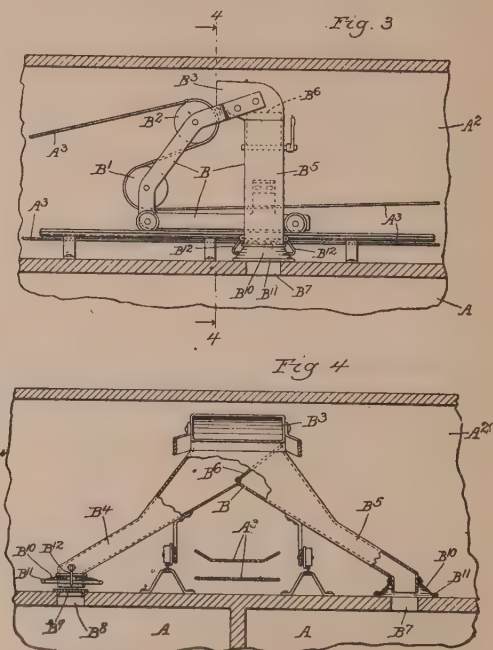


Fig. 2, Section thru Cupola. Fig. 1, Plan View of Bin Floor.



Figs. 3 and 4. Longitudinal and Cross Sections thru Tripper.



thru the fan and dust collector. This valve is located in a horizontal sleeve D, one end of which penetrates the curtain B<sup>4</sup> being attached thereto by flanges and bolts as indicated at D<sup>2</sup> to make an air tight joint. The lower part of this sleeve is apertured at D<sup>2</sup>,

the valve plate D<sup>3</sup> being adapted to close the aperture.

This valve plate is mounted on a shaft D<sup>4</sup> having a valve lever D<sup>5</sup> and a yoke connection D<sup>6</sup> to the garner slide. When the plate D<sup>3</sup> is in a certain position the operator can

look in thru the sleeve and thru the port in the curtain to the space beneath the garner to the space thru which the grain flows to the scale hopper. The relation between this valve and the garner slide is such that when the garner slide shuts off the stop the valve closes the conduit and obstructs the flow of air and permits the operator to look in.

When the flow of grain is taking place the garner slide is open, the valve is open, the air circulates but the operator cannot look in. The operator to manipulate the garner lever to make his inspections thru the valve sleeve stands on the floor D<sup>7</sup> where he has control of the weighing and the operation of the garner.

The conduit C<sup>7</sup> also has a communication at E with the interior of the garner and thereafter with the leg A<sup>8</sup> which discharges thereinto. Thus the garner chamber and the leg A<sup>8</sup> with its conveyor are all stopped at a separate atmospheric pressure. This prevents escape of dust or dust laden air from any part of the system. As soon as the elevator in the leg starts working a suction is put on the leg and thus there is an upflow of air in the same direction as the flow of grain and an inflow of air at the inner leg of the bottom of the conveyor leg. There is a tendency for air to flow in thru the joints of the inner leg and thus no dust escapes. This is in sharp contrast with the normal operation without the fan where the buckets of the conveyor tend to discharge dust laden air outwardly into the house, thus preventing all of the weight of the grain from reaching the garner and being weighed and adding to the fire risk.

When the grain is discharged from the garner into the scale hopper, the air displaced will normally rush out carrying dust with it. This dust ought to be weighed and ought not to be distributed around the house because it adds to the fire risk. The suction space on the scale bin draws the air out thru the dust system as it is displaced by the grain and the dust. The separator returns heavier particles of dust back into the grain in the garner from which it came, so that it is weighed with the parcel of grain from which it originated.

The dust that is so fine as to be substantially invisible, and which will not settle out of the air, is the dust that is so highly explosive, and this is discharged thru the cyclone outlet to the outside air and thus permanently removed from the grain, the grain dust and from the elevator in the one operation. There is some loss of dust thru the air because as noted above the cyclone collector cannot work at one hundred per cent efficiency but this dust that is lost is so fine as to be substantially invisible. The dust collecting system not only keeps down the fire risk but thus returns to the grain a very appreciable part of the dust which would otherwise be lost. Thus the weighing is more accurate and there is less loss in weight with this system than without it.

The fan draws air from the garner thru a relatively small opening at a point adjacent the top of the garner and well removed from the point at which the leg discharges to it. The garner is a comparatively large chamber and is very large in proportion to the cross sectional area of the duct leading to the fan. The fan puts a suction on the garner and the air rushes up thru the leg or the scale or any other part of the system and discharges into the garner carrying a large quantity of dust at relatively high speed. The great increase in size at the garner provides a primary settling chamber which is especially adapted for settling because of the reduced atmospheric pressure. Then a relatively small proportion of fine dust only is drawn out thru the conduit to the fan and discharged into the cyclone separator, thus making it possible to handle very large quantities of grain and get adequate separation thru the cyclone separator with a comparatively small cyclone. The cy-

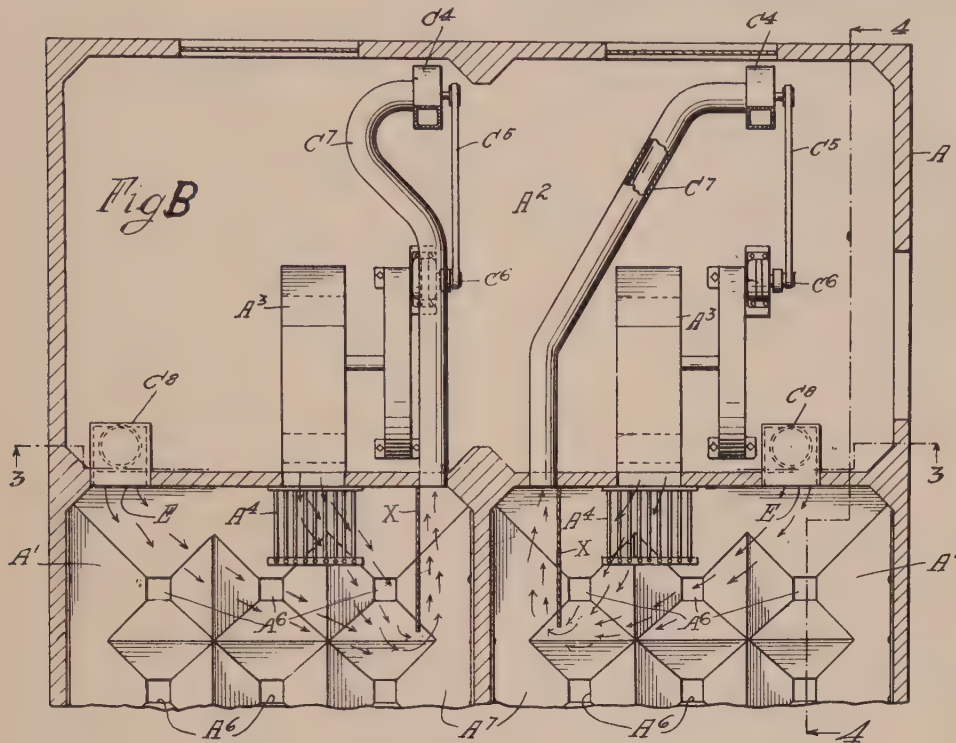


Fig. B. Section thru Top of House.

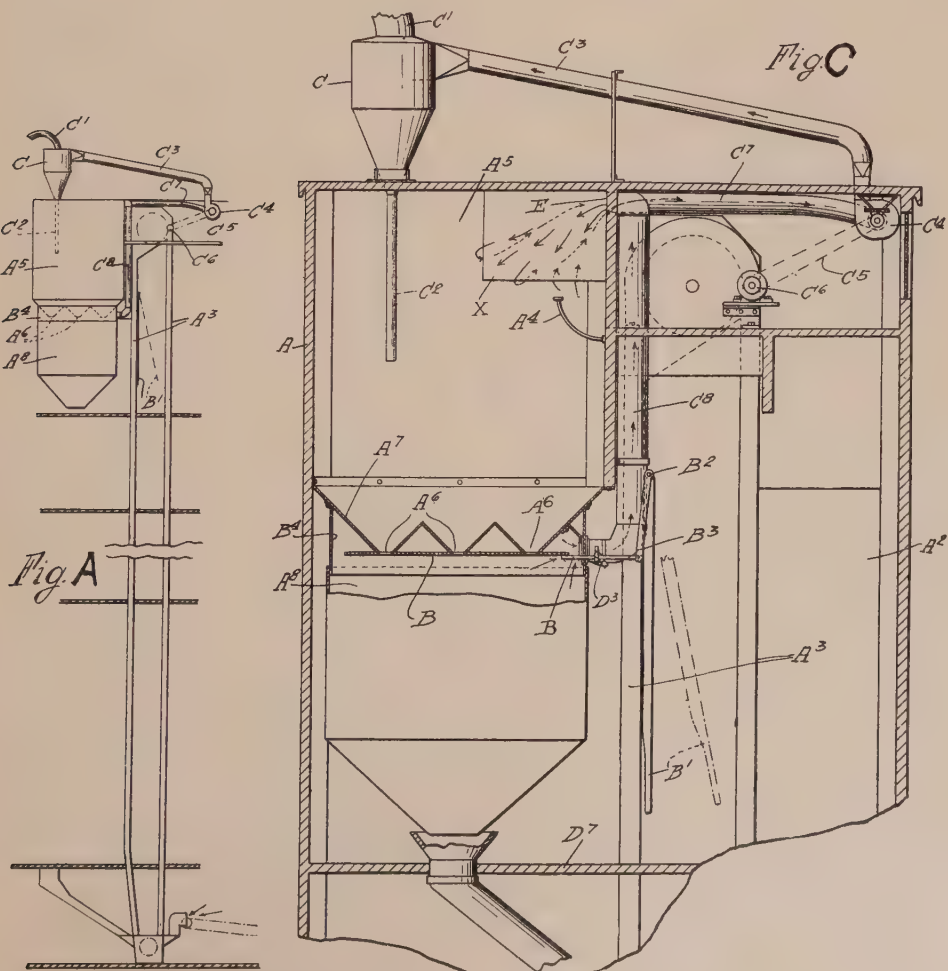


Fig. A. Elevation of Leg, Garner and Scale.  
Fig. C. Section along Line 4-4 of Fig. B.

[Concluded on Page 181.]



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

## CALIFORNIA

Madera, Cal.—There are no grain elevators at Madera. The Bachtold Grain & Mfg. Co. did not establish one.—X.

Los Angeles, Cal.—The California Mfg. Co. has completed new tanks of 100,000 bus. capacity which now gives it a total capacity of 140,000 bus.

Lincoln, Cal.—Machinery is being installed in the new elevator of the Lincoln Grain Growers Ass'n. The new elevator was built to replace the one which burned.

## CANADA

Ft. William, Ont.—Bids have been closed by the Canadian Pacific for the dismantling of Elevators "A" and "B."

Vancouver, B. C.—The Alberta Wheat Pool will build a 2,500,000-bu. grain elevator which will cost \$2,000,000. Work will start before October.

Durham, Ont.—The McGowan elevator burned July 19. The loss of \$25,000 is partly covered by insurance. A carload of wheat, insured, was also destroyed.

Victoria, B. C.—Kenneth Blatchford of Edmonton is heading a syndicate which has plans drawn for the erection of a \$2,700,000 elevator and four mill here.

Owen Sound, Ont.—Construction of the grain bins for the addition to the elevator of the Great Lakes Elevator Co. is expected to be completed by the end of August.

Prince Rupert, B. C.—John McIvor has succeeded Joseph Bennett as supt. of the Alberta Wheat Pool's elevator. Mr. Bennett now has charge of the pool's elevator at Vancouver, B. C.

Vancouver, B. C.—The Vancouver Terminal Grain Co. will operate its 2,000,000-bu. elevator as a private concern this fall. Elevator No. 1 of the Vancouver Harbor Board will be operated on a public basis.

Depot Harbor, Ont.—The Canadian National Railway Co.'s elevator is undergoing extensive repairs, which will include electrification of the elevator and abandonment of the steam power plant. The elevator is operated by the Donohue Stratton Co. and the John S. Metcalf Co. is handling the work.

Sarnia, Ont.—Construction of the elevator of the Sarnia Elevator Co. is progressing rapidly and it is expected to be completed before the close of navigation. It will have a capacity of 1,000,000 bus. with a marine leg of 25,000 bus. hourly capacity and facilities for shipping 100 cars daily. The Macdonald Engineering Co. is the contractor and the John S. Metcalf Co. the consulting engineer.

Kingston, Ont.—The matter of the erection of a grain elevator here or at Prescott, in so far as this department is concerned, has only reached the preliminary stages; in fact, the most that can be said is that the question of elevator facilities at the foot of Lake Ontario being required is under consideration.—G. A. Bell, C. M. G., Deputy Minister, Department of Railways and Canals.

## COLORADO

Craig, Colo.—The Craig Farmers Mfg. & Elevator Co. expects to improve its plant.

Platner, Colo.—J. N. Peterson and son Hardy of Pleasantdale, Neb., have taken charge of the elevator here.

Greeley, Colo.—The Colorado Mfg. & Elevator Co. recently installed a protein and baking laboratory at its plant.

Longmont, Colo.—The Johnson-Miller Grain Co. has been formed by Chas. A. Johnson and Chas. A. Miller. The firm will be in the market for all small grain, but the building to be occupied has not as yet been chosen. David Roberts, former mgr. of the Long's Peak Mfg. Co., will be associated with the new firm.

Genoa, Colo.—The Stinson Grain Co. has bot the elevator of the Robinson Wyatt Grain Co. and will now operate two local houses.

Pritchett, Colo.—My new elevator was completed about Jan. 1. The Geo. E. Gano Grain Co. of Hutchinson, Kan., also has an elevator here. This town is the end of a new line.—Jas. O. Dougan Grain Co.

Byers, Colo.—We are building an addition to our bean warehouse, installing a new cleaner and air dump. We will be equipped to handle an unlimited amount of beans.—H. L. Peterson, mgr., Byers Elevator.

Denver, Colo.—The Chamber of Commerce will start a drive soon for the eradication of wheat smut in eastern and northeastern Colorado. A similar campaign staged several years ago resulted in a great saving of wheat.

## IDAHO

Genesee, Ida.—The Mikkelsen Grain Co. has taken over the elevator of the Mark P. Miller Mfg. Co. New machinery will be installed. Clyde Mannering is local mgr.

Ucon, Ida.—The main building of the Ucon Mfg. Co. was nearly destroyed by fire recently with a loss of \$45,000. A large quantity of wheat in two elevators was saved. Insurance, \$21,000.

Malad City, Ida.—The name of the Malad City Mfg. Co., which was recently bot by Jones Bros., has been changed to the Jones Bros. Mfg. & Elevator Co. The plant has been remodeled and the machinery repaired.

## ILLINOIS

New Milford, Ill.—Geo. H. Wilson has bot the elevator of the Armour Grain Co.

Stillman Valley, Ill.—The Griffith Lumber Co. of Ashton has bot the Armour elevator.

Douglas, Ill.—The Valley Grain Co. has installed a cleaner and is repairing its elevator.

Oregon, Ill.—R. H. Doeden is installing a Sidney Power Feeder for his hammer mill.

Macomb, Ill.—The Farmers Grain, Fuel & Supply Co. is considering building a new elevator.

Savannah, Ill.—I have taken over the elevator of the Wisconsin Grain Elevator Co.—E. R. Kibler.

Mansfield, Ill.—Geo. Powell of Fullerton is now mgr. of the local elevator of Scholer & Gring.

McGowan Crossing (Blackstone p. o.), Ill.—A. B. Webb is the new mgr. of the Farmers Elevator Co.

Decatur, Ill.—We closed our branch office here and at Milford, Ill., several weeks ago.—W. G. Moorhead & Co.

Erie, Ill.—Our firm name will be McNeill & Emmett. We expect to build an elevator this fall.—McNeill & Emmett.

Cantrall, Ill.—Jos. Schafer of the Jos. Schafer Mill & Elevator Co. of Springfield, has bot the E. R. Talbot elevator.

Prophetstown, Ill.—Mathis Bros. & Co. are installing a 22-ft. scale. Installation by Superior Scale Co.

Tonica, Ill.—W. A. King is installing a new 10-ton scale, installation being made by the Superior Scale Co.

Eldena, Ill.—I resigned at Green Oak June, 1926, to accept the managership of the Eldena Co-op Co.—C. H. Pfetzing.

Esmond, Ill.—Hans Hanson has been appointed mgr. of the Esmond Grain Co.'s properties and business.

Wing, Ill.—H. W. Elliott has resigned as mgr. of the Farmers Elevator Co. Homer Gibb, second man, will fill the place temporarily.

Castleton, Ill.—W. H. Hartz and his son Walter have bot the grain and lumber business of J. A. Klock & Co., which will be conducted under the name of the Hartz Grain & Lumber Co.

Springfield, Ill.—The new threshers' lien law enacted by the last legislature is explained in "Asked-Answered" column, this number.

Walnut Wood (Mackinaw p. o.), Ill.—The Farmers Grain Co. has installed a rebuilt 4-ton Fairbanks Scale. Work done by Superior Scale Co.

Kankakee, Ill.—The Bartlett Frazier Co. is repairing its elevator and installing boot tanks. The work is being done by the John S. Metcalf Co.

Five Points (Sycamore p. o.), Ill.—Geo. Thompson has put in a new truck scale and has done considerable remodeling about his elevator.

Monica, Ill.—The warehouse of the Monica Elevator Co. was broken into recently and some valuable tools, merchandise and \$30 in cash stolen.

Vermont, Ill.—Bader & Co.'s line of grain elevators in Schuyler and Fulton counties is being taken over by private ownership at the various towns.

Emden, Ill.—Carl Bartels, who has been mgr. of the Smith-Hippen elevator at Manito, is the new mgr. of the local elevator of the Turner-Hudnut Co.

Rochelle, Ill.—We are installing two new Kewanee Automatic Truck Lifts and a new driveway in our elevator.—C. G. Oakes, Doyon-Rayne Lumber Co.

Agnew (Galt p. o.), Ill.—We are putting new metal siding and roofing on our elevator here and making general repairs.—W. F. Kraft, Aug. H. Meins & Co.

Adeline, Ill.—John Anderson has bot the local plant of the Armour Grain Co. Mr. Anderson has been mgr. of the Armour company for a number of years.

Arcola, Ill.—The Arcola Farmers Elevator Co. has bot the O. R. Twiford Elevator, which will hereafter be used only in emergency and for storage purposes.

Oquawka, Ill.—Ollie Meisky of Muscatine will have charge of the elevator recently leased by the McKee Feed & Grain Co. from the Oquawka Grain & Supply Co.

Woodhull, Ill.—A blaze which started from a motor in the cupola was discovered in time to prevent a loss at the plant of the Woodhull Grain Elevator Co. recently.

Thomson, Ill.—E. L. Martindale has been retained by Potter Bros. to manage the Armour elevator which they recently bot. Mr. Martindale operated the elevator for the former owners.

Thomson, Ill.—We bot Armour's yards at Thomson and Fay, but there is an elevator only at this place. We will buy grain here and maintain headquarters at Morrison.—Potter Bros.

Longview, Ill.—The elevator of the Brocton Elevator Co. and 7,000 bus. of grain burned recently. It is reported that authorities believe the blaze to have been of incendiary origin.

Honey Creek, Ill.—Ralph Cocking and H. S. Downey have bot the elevator of the Armour Grain Co. here and also at Chana, and operate them under the name of the Chana Grain & Lumber Co.

Monroe Center, Ill.—Clarence M. Storz, mgr. of the local elevator of the C. A. Crosby Co., died recently. This is the second death among grain men of this town in two months, the first being W. Nasholt.

Davis Junction, Ill.—I am installing a Kewanee Truck Lift in the elevator bot of the Armour Grain Co. My firm name will be H. Lew Mathre, grain, lumber, coal and mill feeds.—H. Lew Mathre.

Wenona, Ill.—Two weeks ago some boys, I think, started a fire under the driveway of my elevator, but it did not catch the elevator on fire, but was smoldering when I came to work at 7 a. m.—W. H. Tallyn.

Cerro Gordo, Ill.—Thos. Henebry, owner and operator of an elevator, died July 18 following a hemorrhage suffered while he was at his office a few minutes before. He leaves his wife and two daughters.

Springfield, Ill.—The new Illinois Warehouse Law, introduced by Rep. McCarthy, has been signed by the governor, but Section 6b, as published in the Journal on page 40 of the July 10 issue, was stricken out.

Alexis, Ill.—The Lafferty elevator, owned by R. P. Miner & Co., burned early the morning of July 22. It contained 1,300 bus. of oats, 600 bus. of wheat and 125 bus. of corn. The fire seemed to have started in the driveway from friction. Insured.



Viriden, Ill.—The Clemmons Grain & Feed Co., a new company recently incorporated for \$45,000, has bot the two elvtrs. and mill of J. G. Clemmons. Mr. Clemmons will continue to be interested and will operate the business.

Waynesville, Ill.—Calvin Gambrel is building a contract farmers' elvtr. He sold contracts for \$200 each in which he agreed to handle the contract holders' grain for a certain commission. Work on the 11,000-bu. house will be completed soon.

Jerseyville, Ill.—Jos. Schmeider and P. J. Fleming have bot the interest of their partner, the late John M. Shortal, in the Farmers Elvtr. Anton Powers, who has been in the employ of the elvtr. for 7 years as Mr. Shortal's ass't, is now in charge as mgr.

Pawnee (Sicily p. o.), Ill.—We have repaired and repainted the elvtr. and office buildings and also built a new driveway. This elvtr. is owned by the farmers but is leased and operated by Otto Young of Stonington, Ill.—C. G. McClary, mgr., Sicily Farmers Grain Co.

Franklin Grove, Ill.—We have rodded our elvtr. for lightning protection and overhauled the machinery in preparation for the new crop.—W. M. Herbst. (Mr. Herbst is now owner and operator of the elvtr. which he formerly managed for the Farmers Elvtr. Co., now out of business.)

Delavan, Ill.—H. B. Price resigned as mgr. of the Farmers Elvtr. Co. on July 16 and has a position with the Rural Grain Co. as solicitor. I have been associated with Mr. Price for the last eight years as ass't and bookkeeper and am in charge of the business until a new mgr. is secured.—D. M. Shivar.

Maryland, Ill.—The old Armour Grain Co.'s plant has been sold to the Barker Lumber Co. of Delavan, Wis. The company has selected me to operate the plant. An up-to-date stock will be on hand at all times. The buying of grain has been started again.—O. H. Garler, mgr. and agt., Barker Lumber Co.

Tuscola, Ill.—Jas. L. Bush, prop. of the Bush Grain Co., entertained 69 grain dealers of central Illinois at dinner the evening of July 26. Mr. Bush annually entertains the grain men of his locality. W. E. Culbertson, sec'y of Illinois Grain Dealers Ass'n, and Geo. E. Booth of Lamson Bros. & Co., gave short talks.

Harvel, Ill.—The matter of rebuilding the elvtr. of the Farmers Grain Co., which burned several months ago, is yet undecided. Some of the stockholders want to rebuild and continue business as a stock company, others want to organize a co-op. company, and still others want to divide the insurance and assets and discontinue business.

New Boston, Ill.—Russell and Ralph Deatherage, 13 and 9 respectively, were suffocated July 26 when they jumped into a bin of corn at the G. Ives & Son's elvtr. The boys were playing near the elvtr. when they decided to try jumping into the corn which was being loaded into a car. Their father, Ora Deatherage, only recently became mgr. of the elvtr.

Springfield, Ill.—The emergency rent laws enacted in 1921 expired by limitation June 30, 1927. The laws were enacted to aid tenants, by giving 60 instead of 30 days' notice, and by allowing 6 months' delay in ejectment. Under the old laws now re-effective in Illinois landlords have the right to collect double rent for holding over, to give 30 days' notice and to get possession of the premises after judgment.

De Kalb, Ill.—Grain dealers of this territory held an enthusiastic local meeting the evening of July 28 to discuss mutual problems. Lamson Bros. & Co. were hosts at a 7:30 dinner served in the Innovation Grill, there being about 30 grain men present. Handling of the new wheat and barley crop and other topics of interest to the trade were considered and helped make the meeting both one of pleasure and profit for those attending.

Cooper Station (Washington p. o.), Ill.—E. T. Marshall, mgr. of the Deer Creek and Cooper Farmers Elvtrs. for the past 23 years, has resigned following the discovery of a shortage of thousands of dollars in his accounts. It is reported that he will not be prosecuted as he has agreed to give up his home as partial payment for the debt. When Marshall handed in his June report he stated that he owed the Cooper elvtr. \$9,100 and the Deer Creek elvtr. \$4,200. An audit showed that there was a shortage amounting to thousands more than his report showed. Mr. Sharp, former mgr. of the Farmers Elvtr. at Congerville, has been appointed mgr. of both stations.

Edgar, Ill.—State Representative Abram L. Stanfield, who owned an elvtr. here and at Horace, died Aug. 5 at his home in Paris. Several days before Mr. Stanfield was stricken with a hemorrhage at his summer home in central Wisconsin. He was removed from there to Paris, a distance of 400 miles in order to gratify his wish to die at home. Mr. Stanfield, who was 67 years old, had served his 13th year as representative of the 22nd district.

Kincaid (Bulpitt p. o.), Ill.—Otto F. Young & Co. has succeeded the Farmers Grain Co. On account of financial difficulties this property has been closed since last October. The present operators have put in new truck scales and generally overhauled the plant, being now in fine shape for handling grain. The new firm is thoroly versed in the grain business, which means success. The Ohlman Co-op. Co., of which I was formerly mgr., closed its elvtr. on account of poor crops and preparatory to making a sale of their properties. I have no successor at that place.—Chan Cowen, mgr., Otto F. Young & Co.

## CHICAGO NOTES.

The rate of interest for advances on Bs/L during August has been fixed at 5½ per cent per annum.

Milton H. Eschenburg, who as traveling representative is well known in Iowa and Minnesota, and formerly with Henry Rang & Co., has gone with Requa Bros. as cash grain salesman on the floor.

The Advance Milling Co. has increased its capital stock from \$25,000 to \$200,000, as a matter of convenience, being a subsidiary of Albert Schwill & Co.

Since Aug. 1 the market report com'te of the Board of Trade has been posting quotations on grain contracts for the month of March and all intermediate months with a view of encouraging more frequent deliveries.

The Export Elvtr. Co., a subsidiary of the Rosenbaum Grain Corporation, began operation of the largest system of grain warehouses in this city on Aug. 9. The Rosenbaum interests now have warehouses with a total capacity of 17,000,000.

Chicago, Burlington & Quincy Railroad Co.'s Sup. No. 19 to Tariff G. F. O. No. 1921-I, Ill. C. C. No. 1277, effective Aug. 2, increases charge for inter-terminal switching in the Chicago Switching District from elvtrs. to C. B. & Q. track connections.

Kenneth F. Griffiths, aged 77, a member of the Board of Trade for more than 25 years, died Aug. 4 at Holland, Mich., at the home of his daughter. He was active around the Board of Trade until three weeks before his death. He is survived by four sons and two daughters.

James E. Bennett says the proper thing for the local grain trade is to have a number of new concrete elvtrs. built on the lake front somewhere around the Calumet district. The old elvtrs. might as well be junked as they carry too high an insurance rate for grain to be stored in them, and low fire insurance rates are needed to compete with other markets.

New members of the Board of Trade are John Stuart of Quaker Oats Co., Walter L. Templeton of Quaker Oats Co., Jas. F. Willingham of Birmingham, Ala., Joseph P. Paynton of Lamson Bros. & Co., Wm. Douglas Stock Sanday of New York, N. Y., Honan Konrad Schafer, Maney Mig. Co. of Omaha, Hugh Alfred Butler of Omaha. An application for membership has been posted for Clarence H. Fox, and the membership of Ferdinand Harts-horn has been transferred.

## INDIANA

Bremen, Ind.—Kraus & Apfelbaum have leased the Dietrick elvtr. and now operate both houses here.

Sweetsters, Ind.—Ray Cochrane of Lucerne has succeeded Glen Gartin as mgr. of the Farmers Co-op. Co.

Churubusco, Ind.—The Mayer Grain Co. has laid a new floor in its plant and installed a roller mill.

Deedsville, Ind.—The elvtr. of the Deedsville Elvtr. Co., which burned several months ago, has been rebuilt.

Washington, Ind.—Robert Graham is building a 60,000-bu. wheat elvtr. and a 100,000-bu. ear corn elvtr. on his farm north of town.—Elmer F. Keith.

Lucerne, Ind.—C. B. Carlton of Rochester is the new mgr. of the Farmers Co-op. Co., succeeding Ray Cochrane.

Francisco, Ind.—Joe Craig, vice-president of the Cadick Mlg. Co. of Grandview, has bot the local elvtr. of the Princeton Mlg. Co.

Lucerne, Ind.—We have installed 30- and 25-h.p. motors, the latter for operating a feed mill.—C. B. Carlton, mgr., Farmers Co-op. Co.

Huntington, Ind.—A feed mill has been installed in the plant of the Huntington Mlg. Co., which was recently sold to the Huntington Equity Exchange.

Bourbon, Ind.—The Bourbon Elvtr. & Mlg. Co. plant is closed again. Joseph Neisbodziany of South Bend, who had negotiated for it, recently closed the place.

Dana, Ind.—The elvtr. of the Dana Elvtr. Co. which burned about a year ago will not be rebuilt. The company is still in business and operates the elvtr. not burned, having originally had two houses.—X.

Uniondale, Ind.—The Uniondale Grain Co. incorporated; capital stock, \$15,000; by Oscar L. Swartz, Chester H. Elchorn, Howard Gilbert, Wells Newhard; to conduct elvtrs. and buy and sell grain. This firm succeeds the Farmers Equity Co.

Tipton, Ind.—The Tipton Mlg. Co. incorporated; capital stock, \$10,000; by Omer F., P. J. and M. M. Brewer; to do a general grain elvtr. and flour mill business. This company will succeed the firm of O. F. Brewer.

Clay City, Ind.—We have installed electric motors to take the place of gasoline power, put in a new sheller, lowered the driveway to nearly the surface of the ground, put in wagon and truck hoist for dumping grain, all at a cost of about \$2,500.—D. V. Overholtzer, mgr., Farmers Co-op. Elvtr. Co.

## IOWA

Cloverdale, Ia.—Barney Graves is now mgr. of the Stockdale & Hankins elvtr.

Lake View, Ia.—The Albert Dickinson Co. has installed a corn sheller in its elvtr.

Flugstad (Duncombe p. o.), Ia.—The Farmers Elvtr. Co. has installed a truck dump.

Wyman, Ia.—J. H. Henderson is the new mgr. of the elvtr. of the Wyman Supply Co.

Miller, Ia.—The North Iowa Grain Co. has installed a new set of scales at its elvtr.

Emmetsburg, Ia.—The Emrich Grain Co. has opened a branch office at Sioux Falls, S. D.

Farson, Ia.—The W. O. Sloan Lumber Co. has bot the local plant of the Armour Grain Co.

Judd, Ia.—We recently installed an air dump to replace our old log dump.—L. E. Baughman.

Hospers, Ia.—We have completed installing an air dump of the latest type.—Klein Bros. Grain Co.

Radcliffe, Ia.—The Farmers Elvtr. has installed a new hammer mill for the grinding of feed.

Ida Grove, Ia.—The C. C. Crawford elvtr. has remodeled its driveway and installed electric power.

Livermore, Ia.—The North Iowa Grain Co. has reopened its elvtr. with R. W. Hall in charge.

Calwell, Ia.—Stanley Edson has succeeded P. A. Sadler as mgr. of the Calwell Grain Exchange.

Alvord, Ia.—It was the Atlas Elvtr. Co. that opened its elvtr. The writer is local agt.—C. M. Hayse.

West Chester, Ia.—H. W. Luers & Co. have finished covering their elvtr. with sheet iron.—Art Torkelson.

Wesley, Ia.—The Farmers Elvtr. is wrecking its old storehouse and will replace it with a cement block one.

Union, Ia.—The Union Grain Co. intends to install a new grinder soon, which will be electrically operated.

Vincent, Ia.—Nels Ersland, mgr. of the Farmers Elvtr. Co., has returned from a 10 days' drive to Duluth.—A. T.

Lehigh, Ia.—Carlson & Peterson have installed 10-ton Fairbanks Scales and made several improvements to their plant.

Hawarden, Ia.—W. Brunskill has leased the Falde & Angle elvtr., which has been closed for the past year. This was formerly the Farmers Elvtr.



Mitchelville, Ia.—Chas. Craig is moving the west half of his elvtr. at Nobleton here and will add it to his local elvtr.

Quimby, Ia.—The Farmers Elvtr. Co. has been dissolved and the remaining assets will be divided among the stockholders.

Clare, Ia.—Frank D. Conway, 66, formerly engaged in the grain business here, died July 21 at his home in Fort Dodge.

Toledo, Ia.—Ed. Hadacek of Clutier has leased the Northwestern elvtr. for three years. He will install machinery for grinding feed.

Sioux City, Ia.—Davidson Bros., owners of the Grain Exchange building, are considering building an addition to the property.

Holland, Ia.—A. Borneman, formerly second man at Dumont, has been appointed mgr. of the Farmers Elvtr. Co.—Art Torkelson.

Paullina, Ia.—The Quaker Oats Co. took over the elvtr. operated by Cannon Bros. at this place and the one at Granville on Aug. 1.

Guernsey, Ia.—The Wilder-Murrel Grain Co. has taken over the lumber yard of H. C. Light & Co. and now operates it in connection with the elvtr.

Denison, Ia.—F. F. Finigan has taken the place of H. W. Grill as mgr. of the Farmers Union Elvtr. Mr. Grill is now with the Green Bay Lumber Co.

Galt, Ia.—D. Hopkins, who was formerly mgr. of the Farmers Elvtr. Co. at Holland, has been appointed mgr. of the Galt Co-op. Grain Co.—Art Torkelson.

Collins, Ia.—The driveway of the Wilder-Murrel Grain Co.'s elvtr. has been rebuilt and fitted with a truck dump. Other general repairs have been made.

Marathon, Ia.—John Olson, who has been second man at the Farmers Grain Co.'s elvtr., has been selected by the Quaker Oats Co. as mgr. of its local plant.

Ladora, Ia.—The lumber yard of the Farmers Supply Co. burned recently. Partially insured. It will not be rebuilt. The elvtr. properties will continue to be operated.

Thompson, Ia.—Howard Lathrop has succeeded G. J. Brenner as mgr. of the Farmers Elvtr. Mr. Lathrop has been mgr. of the Greig & Stockdale elvtr. at Lakota.

Ackley, Ia.—R. B. Lacey, who formerly operated an elvtr. at Varina, has bot the elvtr. of T. P. Wade & Son and expects to start operating it at once.—Art Torkelson.

Barnum, Ia.—A. P. Ruebel, mgr. of the Barnum Elvtr. Co., returned a few days ago from a tour thru Yellowstone Park. He reports seeing crops coming along fine.—A. T.

Percival, Ia.—Goode Bros. of Hamburg are building a new elvtr. here which will have a capacity of 18,000 bus. It will be fireproof inside and out and have a galvanized covering.

Colo, Ia.—Arthur Allen, former mgr. of the Farmers Elvtr. Co. of Webster City, is now in charge of the Lounsberry elvtr. which the North Iowa Grain Co. is operating under a lease.

Charles City, Ia.—E. S. Fyler has bot a large barn and is remodeling it into a feed mill. Dump scales, hammer mill, 3 electric motors and other machinery, costing \$4,000, will be installed.

Algona, Ia.—M. J. Streit, former mgr. of the Farmers Grain Co. of St. Benedict, is now mgr. of the La Budde Feed & Grain Co., succeeding Wm. Geering, recently transferred to Iowa Falls.

Dumont, Ia.—The Farmers Grain Co. is wrecking the old elvtr. on the Great Western track and will use the material in the erection of a warehouse and coal shed on its own property.

Hubbard, Ia.—A small fire in a pile of bridge plank near the plant of the Quaker Oats Co. threatened the elvtr. recently, but was put out quickly. It is that to have been set by a passing locomotive.

Rolfe, Ia.—Geo. Ivey and Victor Shimon are building a feed mill, 30x80 ft., which will be equipped with the latest in the line of machinery, including an 80-h.p. Fairbanks-Morse Engine for power.

Cedar Rapids, Ia.—G. A. Dabinett, the newly appointed federal supervisor over this district, opened his offices on Aug. 1. Prior to that time this territory had to send all appeals on grain grades to Chicago. His appointment is expected to greatly expedite the making of local appeals. His district includes Clinton, Cedar Rapids, Davenport, Keokuk, Des Moines and Burlington.

Radcliffe, Ia.—The Quaker Oats Co. is building a 24x44-ft. addition to its elvtr., which will contain 8 bins with a storage capacity of 40,000 bus. This will give the plant a total storage of 60,000 bus.

Evander (Sheldon p. o.), Ia.—We have installed a J-B Grinder, motor driven, also changed from engine to motor for power in elevating grain. Have made some minor repairs.—Evander Farmers Co-op. Co.

Dexter, Ia.—The B. C. Hemphill elvtr. burned the afternoon of Aug. 4, the blaze being caused by an electric motor. Grain destroyed included 11,000 bus. of wheat, 3,000 bus. of corn and 1,000 bus. of barley. Partially insured.

Waterloo, Ia.—H. A. Morey, mgr. of the local office of Lamson Bros. & Co., who has been away for his health for several months, is expected back on the job about Sept. 1. B. Lane has been in charge of the office in his absence.

Fairmount (Monroe p. o.), Ia.—The elvtr. of the Farmers Elvtr. Co. was recently bot by the R. Hendershot Co. of Monroe. U. G. Jennings, who was its former mgr., has returned to the farm.—Art Torkelson, with Lamson Bros. & Co.

Webster City, Ia.—W. A. Neel is now mgr. of the Farmers Elvtr. He is a brother of Geo. F. Neel of the Farmers Grain Co. of Gilmore City. He was formerly in the grain business at Kamrar, selling out to the Farmers Elvtr. Co.

Fort Dodge, Ia.—The partnership formulated in the Christensen-Pierce Grain Co. was dissolved Aug. 1. Geo. Christensen has returned to his former active brokerage business. R. C. Pierce is now manager of the Beach-Wickham private wire.

New Hartford, Ia.—We have just completed a frame, iron-clad, 18x40-ft. addition to the warehouse at our elvtr. This will enable us to carry a much larger stock of sacked products than heretofore.—Harry Moore, New Hartford Elvtr. Co.

Gray, Ia.—The C. D. Thorsen elvtr. has been taken over by Davis Bros. & Potter. It is unknown at this time whether it will be operated under the name of Davis Bros. & Potter or Davis Bros. & Thorsen. This increases the line to 28 elvtrs.

Baxter, Ia.—This station has no elvtr. at present, and all grain tributary goes to feeders. The prospects are now that we may get some grain this year, provided we get the proposed elvtr. built before freezing.—W. T. Thorp, mgr., Baxter Grain & Coal Co.

Laurens, Ia.—The elvtr. of the Farmers Trading Co. burned July 16, as mentioned in the last number of the Journal. The frame elvtr. had rods on it, but the concrete elvtr. alongside it was not equipped. Lightning struck the concrete plant, set it afire, and it communicated to the frame plant.

Waterloo, Ia.—Maybe everybody doesn't know that E. H. Apfel and C. G. Larrabee are the men behind the Waterloo Brokerage Co. They opened their general brokerage business early this year. Grain and mill feeds are their chief lines. Both are widely experienced men and success is attending their efforts.

Fort Dodge, Ia.—C. D. Thorsen, formerly one of the partners in Mullholland-Thorsen Grain Co., is now connected with Davis Bros. & Potter, in charge of the elvtrs. His office is operated in connection with the sales organization managed by Harry Todd, known as the Davis Grain Co., with memberships in the grain exchanges of Chicago, Peoria and Omaha.

Des Moines, Ia.—The large concrete elvtr. formerly operated by the Iowa Corn Products Co. has been sold to a Chicago concern headed by Fred W. Simpson. We understand that Mr. Simpson and his associates are manufacturers and large distributors of commercial feeds, and it is expected they will begin operations at the local plant just as soon as it can be rehabilitated. The property consists of a large concrete elvtr. with storage for approximately a quarter million bus. of grain. This plant is modern in every respect, electrically operated for the rapid handling of grain. It has two huge hopper scales of 130,000 lbs. capacity and also a Randolph Drier. The purchase and operation of this plant by the Chicago concern, together with the recent favorable decision of the I. C. C. putting Des Moines on a parity with Omaha and Council Bluffs with regard to grain and grain products rates to southern points, are expected to give a new impetus to the grain and mlg. business in Des Moines.—A. V. Tischer, sec'y, Board of Trade.

Joice, Ia.—The new Farmers Elvtr. Co. has bot the site and buildings of the old organization. The buildings were badly damaged by fire about three months ago. The W. W. Wheeler elvtr. has also been bot by the new concern and a truck dump installed. It is also planned to install machinery for making dairy and hog feeds.

## KANSAS

Medicine Lodge, Kan.—The elvtr. of the Attica Mills was recently damaged by fire.

Oketo, Kan.—E. E. Affolder is acting as temporary mgr. of the Oketo Mlg. & Elvtr. Co.

Dodge City, Kan.—We are closing our office here.—R. A. Wood, Goffe & Carkener, Inc.

Great Bend, Kan.—The elvtr. of the Barton County Flour Mills will be completed this month.

Alida, Kan.—The L. E. Gridley Grain Co. is operating the elvtr. leased from the J. Lynch Co.

Wellsford, Kan.—All the elvtrs. here have changed from engine to electric power.—Dunbar Grain Co.

Belleville, Kan.—Lightning was the cause of a fire in the elvtr. of E. A. Fulcomer & Son on July 20.

Wilson, Kan.—A. C. Zeman has bot the Western Star Elvtr., formerly the property of the Weber Flour Mills.

Clay Center, Kan.—Installation of machinery in our new elvtr. is practically completed.—Shellabarger Mills.

Anthony, Kan.—A hot bearing caused a small fire loss to the plant of the Kansas Flour Mills Corporation recently.

Bellefont, Kan.—Lightning was the cause of a fire which damaged the elvtr. of C. D. Jennings on Aug. 1, 1927.

Larned, Kan.—Construction work on the new grain storage tanks for the Bowen Flour Mills Co. has been completed.

Blue Mound, Kan.—We replaced the roof of our elvtr. recently. It was damaged by hail.—C. H. Boyd, mgr. Farmers' Elvtr.

Everest, Kan.—F. H. Geiger has bot the Johnson elvtr., which he will operate in connection with his other plant.

Hutchinson, Kan.—The Russell Grain Co. of Kansas City has closed its local branch office.—C. W. Colby, sec'y, Board of Trade.

Marietta, Kan.—Mrs. J. A. Howell, wife of the ass't mgr. of the Marietta Stock & Grain Co., died in a hospital at Topeka July 11.

Sublette, Kan.—We added 20,000 bus. extra storage this year. It was completed before harvest.—Claude M. Cave, mgr., Sublette Grain Co.

Williamsburg, Kan.—The elvtr. and warehouse of the Mid-Continent Grain Co. was slightly damaged by a fire caused by lightning on July 28.

Norton, Kan.—The Farmers Elvtr. of Beaver City will operate the Norton County Co-op. Ass'n elvtr. this season. E. J. Saum of Alma will be in charge.

Scott City, Kan.—We will rebuild our elvtr., which burned July 15, if the row crops move. If not we may defer building another year.—J. E. Kirk Grain Co.

Arkansas City, Kan.—A 14-year-old boy was killed at the plant of the Kansas Mill & Elvtr. Co. on Aug. 2 by being caught between cars which were being switched by a car puller.

Liberal, Kan.—I have been placed in L. A. Patterson's place as mgr. of the Benton Grain Co.'s local office. We have no elvtr., just options, cash and consignment.—John C. Kramer.

Fort Scott, Kan.—The Kansas Flour Mills Co. opened the Goodlander Flour Mills recently. It was at one time reported that the National Biscuit Co. was on a deal to take over the mills.

Topeka, Kan.—S. P. Kramer continues as pres. and mgr. of our company. H. D. Yoder has resigned as vice-pres. and sales mgr. but still holds his interests. C. S. Shane is now connected with us in the sales end.—Topeka Flour Mills.

The following have applied for membership in the Kansas Grain Dealers Ass'n: J. J. Comer, Willis; Farmers Elvtr. Co., Sitka; Wissing Bros., Brookville; Kanona Cooper Mercantile Equity Exchange, Kanona; Davidson Grain & Commission Co., Topeka; Leona Mercantile Ass'n, Leona; Dannenberg Grain Co., Gaylord.—Sec'y E. J. Smiley.



Salina, Kan.—Sam M. Stafford has succeeded Ralph Vestal as mgr. of the local office of the Goffe-Carkener Grain Co. C. O. Mooney, who has been at Dodge City, is also with the local office.

White Cloud, Kan.—The Quaker Oats Co. has leased the elvtr. of the Farmers Grain Co. Francis Sell, who has been mgr. of the latter company, will act as grain buyer for the Quaker Oats Co.

Grenola, Kan.—The Grenola Mill & Elvtr. Co. will install a cleaner, huller, and a 5-h.p. General Electric Ventilated Motor and SKF Ball Bearings thruout. The Star Engineering Co. has the contract.

Brenham (Haviland p. o.), Kan.—The K. F. M. Corp. has sold its elvtr. at this station to the Light Grain & Mfg. Co. of Liberal. Extensive repairs have been made. The writer remains as mgr.—A. Combs.

Princeton, Kan.—The Star Grain & Lumber Co. is building a 12,000-bu. studded iron clad elvtr. with steel roof. Equipment includes one elvtr. leg and one leg for corn chop, three Fairbanks-Morse Ventilated Enclosed Motors, 5-bu. Richardson Scale, Union Iron Works Cleaner and Sheller, Fairbanks-Morse B Mill, truck dump and Hall Distributor. Every bearing in the elvtr. is SKF Ball Bearing. The Star Engineering Co. has the contract.

## KENTUCKY

Hopkinsville, Ky.—The Acme Mfg. Co. has completed its elvtr.

Paris, Ky.—Our firm has not been succeeded by the Kentucky Blue Grass Seed Warehouse & Storage Co.—Woodford Spears & Sons.

Louisville, Ky.—The new 1,000,000-bu. elvtr. of Ballard & Ballard is nearly completed and the company will be handling grain soon.

Lexington, Ky.—We have just finished removal of our elvtr. and two warehouses at our plant on Ross street, which removal was necessitated by the construction of a new concrete street which went thru the property. When this right-of-way was sold to the city some years ago we bot the plant of the Elmendorf Coal & Feed Co., which we are now occupying. But since the completion of the street we will have one plant to dispose of.—W. B. Talbert, pres., Blue Grass-Elmendorf Grain Corporation.

## MARYLAND

Baltimore, Md.—Wm. B. Thurston has applied for membership in the Chamber of Commerce.

## MICHIGAN

Pinconning, Mich.—The Cass City Grain Co. is installing a Sidney Manlift.

Allegan, Mich.—The plant of the Handy Electric Mills, which includes an elvtr., was damaged by a windstorm on July 11.

Minden City, Mich.—Clyde Manchester of Deckerville has succeeded Joseph Schumacher as mgr. of the Bad Axe Grain Co.'s elvtr.

Ada, Mich.—No elvtr. at this point, and no prospect for one. The Ada Mfg. Co. has torn down its plant. Had an elvtr. in connection.—X.

Decatur, Mich.—C. E. Wickett & Co. now operate the elvtr. formerly operated by the Decatur Co-op. Ass'n which went out of business last September.—X.

Lapeer, Mich.—Firemen were called to the Commercial Mfg. Co.'s elvtr., owned by E. L. Paddison, July 21, but the blaze was extinguished before much damage was done. Evidence that the elvtr. had been set afire was found, papers having been stuffed in the grain chute and also placed on a table and then set afire. Matches were found on the ground nearby.

## MINNESOTA

Chokio, Minn.—The Eddy Elvtr. is now closed.—X.

Whalen, Minn.—The Gillin & Turner elvtr. stands idle yet.—X.

Clarkfield, Minn.—The Eagle Roller Mills is repairing its elvtr.

St. James, Minn.—The Farmers Elvtr. Co. has reorganized and will increase its capital stock.

Beardsley, Minn.—Dettes Bros. Elvtr. Co. is installing a feed mill in its elvtr.

Warren, Minn.—The National Elvtr. Co. has reopened its plant with John Milne as mgr.

Pipestone, Minn.—The Hallet & Carey Co. of Minneapolis will establish a branch office here.

Waverly, Minn.—S. W. Cullen is the new mgr. of the Farmers Elvtr. Co., succeeding J. G. Mundy.

Sebek, Minn.—Bins at the Broker Elvtr. are being relined and a 5-h.p. motor will be installed.

Elrosa, Minn.—The Belgrade Flour Mill Elvtr. is being repaired and a truck dump will be installed.

Milroy, Minn.—Geo. Christopherson has succeeded Nels Nelson as mgr. of the Cargill Elvtr. Co.

Prinsberg (Raymond p. o.), Minn.—An elvtr. company is being organized here and a house will be built.

Rothsay, Minn.—We have renewed our charter for 30 years.—C. V. Johnson, mgr., Farmers Grain & Mercantile Co.

Litchfield, Minn.—The Farmers Independent Elvtr. Co. is considering enlarging its plant for the manufacture of feeds.

Lamberton, Minn.—Oscar Ebbeson of Murdoch has taken the position of Thos. Hennessey as mgr. of the Farmers Elvtr. Co.

Emmons, Minn.—J. B. Ford, who has been managing a farmers' elvtr. at Monango, N. D., has been chosen as mgr. of the Farmers Elvtr.

Backus, Minn.—Emil Anderson is enlarging the elvtr. which he owns and operates. The Ervin Elvtr. Co. has an elvtr. not in operation.—X.

Heron Lake, Minn.—F. S. Kingsbury is now traveling for Broker, Lydiard & Hatch, having as his territory southern Minnesota and South Dakota.

New Ulm, Minn.—Julius Wanke of Gibbon has succeeded Chas. B. Hillesheim as mgr. of the Farmers Elvtr. Co. The latter resigned to move to California.

Emmons, Minn.—Sever Monson will take the place of Mr. Ford, newly hired mgr. of the Farmers Elvtr., who returned to his old position at Monango, N. D.

Lake Crystal, Minn.—The mill of the Greenleaf Mfg. Co. was sold to us and we are operating it. We own all of the elvtrs. in Lake Crystal.—Hubbard & Palmer Co.

St. Paul, Minn.—James Doran, at one time a power in the grain market, died recently at the age of 71. He retired from active trading about 20 years ago. His wife survives.

Frontenac, Minn.—I bot out the Armour Grain Co. in April. Have not operated the elvtr. but am thinking of doing so. This is the only grain elvtr. in the town.—O. E. Zimmerman.

Marshall, Minn.—The Marshall Independent Elvtr. is building a wing which will have a capacity of 20,000 bus. New conveyor belts and larger cups will be installed in the present building.

Beardsley, Minn.—This elvtr. caught fire in 14 places recently from a feed barn fire. Fire extinguishers and water barrels saved the house. Our elvtr. received a coat of paint this summer.—Geier Elvtr. Co.

Pennock, Minn.—J. V. Pappenfus of St. Cloud has leased the Co-op. Elvtr. It will be managed by M. Floren. O. H. Johnson, who has been the Co-op. mgr., will take charge of an elvtr. at Langford, S. D.

Kinbrae, Minn.—Both elvtrs. are now operated by us, including the one formerly operated by M. McGlin, who is now managing the Farmers Elvtr. at Dundee, Minn.—J. N. Kroske, owner, Kinbrae Grain Co.

Balaton, Minn.—Giese & Twedt have installed a 50-h.p. attrition feed mill in their plant. They also built a shed adjoining the elvtr. for farmers to drive into while loading loose ground feed in wagons.

Crookston, Minn.—Marcus Johnson Grain Co. incorporated; capital stock, \$400,000; to handle grain and manufacture flour; by Marcus Johnson, Manville A. Johnson, Clarence E. Funk, S. M. Sivertson and John J. Padden.

Duluth, Minn.—F. M. Schutte, state weighmaster, has been appointed chief deputy grain inspector and placed in charge of both departments. Mr. Schutte entered the grain inspection service in 1901, becoming chief clerk at the St. Paul office. He was appointed state weighmaster in 1908.

Duluth, Minn.—New members elected to the Board of Trade are A. C. Carroll, H. C. Romieux, W. L. Brisley and I. S. Moore. Memberships transferred are those of Lauren Kellogg, W. W. Durham and W. G. Hegardt.

## MINNEAPOLIS LETTER.

John Tompt of Fargo, N. D., is now traveling for the Benson Quinn Co.

H. W. Ostrander has been appointed official sampler of the Chamber of Commerce.

A request for transfer of membership from A. J. Baumgartner to Fred P. Wheeler has been posted.

The Board of Directors of the Chamber of Commerce has fixed the price of sample certificates at 60c.

The Continental Grain Co. is negotiating for the purchase of Elvtr. D, belonging to the Pioneer Grain Corporation.

J. E. Owen is now traveling for Becher, Barrett, Lockerby Co. in northeast North Dakota and northwest Minnesota.

F. S. Kingsbury of Heron Lake is now representing Broker, Lydiard & Hatch in southern Minnesota and South Dakota.

Construction has started on a new \$100,000 concrete elvtr. for the Osborn-Millan Elvtr. Co. It will have a capacity of 700,000 bus.

We have no definite information regarding the building of a new elvtr. here.—W. W. Morse, mgr., Upper Mississippi Barge Line Co.

The Dibble elvtr., owned and operated by the Crown Elvtr. Co., was destroyed July 27 by a dust explosion and fire caused from an overheated motor. Considerable grain was burned.

M. B. O'Halloran, traveling auditor for the Hunting Elvtr. Co., has been appointed general supt. of the company's entire system. He will have charge of 52 elvtrs. in Minnesota, South Dakota and Iowa. He will continue to make his headquarters in Austin, Minn.

Chas. H. McCarthy, sec'y of the McCarthy Bros. Co., while swimming in Lake Pepin, July 24, dove into a sandbar and fractured a vertebra in his neck. He is now in a hospital with his head in a harness, and it will take two or three months for the vertebra to knit. The fracture was clean or he would have suffered death or paralysis.

## MISSOURI

Ash Grove, Mo.—The Farmers Exchange has completed its new elvtr.

Peers, Mo.—H. J. Buescher of Treloar has bot the elvtr. of the Farmers Produce Co.

Maywood, Mo.—The Farmers Elvtr. & Exchange has closed its place of business because of financial difficulties.

Clearmont, Mo.—The elvtr. of Guy Cleary burned July 26 during the night. The loss is estimated at \$14,000, with \$12,000 insurance.—P.

St. Louis, Mo.—Clifford F. Smith of Council Bluffs, Ia., is now connected with the Marshall-Hall Grain Co., operators of the Burlington elvtr.

Appleton, Mo.—M. D. Grider has completed a 4,000-bu. elvtr. to replace the one which burned three years ago. It contains all modern equipment and machinery.

Pierce City, Mo.—C. H. Rohn has acquired N. L. Jones' stock in the Pierce City Grain & Elvtr. Co. and will become mgr. of the business, which is owned by a number of farmers.

Carthage, Mo.—The Morrow-Kidder Mfg. Co. has completed a 90,000-bu. elvtr. addition. The total storage is now 150,000 bus. A 15-ton truck scale and a new wheat dump have been installed.

Kansas City, Mo.—Regarding a reported enlargement of the Alton Co.'s "Kansas Elvtr.," no such enlargement has ever been authorized or made.—R. A. Cook, chief engineer, Chicago & Alton Railroad Co.

Kansas City, Mo.—An office of the federal bureau of foreign and domestic commerce was opened here Aug. 1 with Brice M. Mace, Jr., in charge. Ruel A. Williamson, who has been ass't mgr. of the government office in Seattle, Wash., will be Mr. Mace's ass't.

Carthage, Mo.—The Cowgill Flour Mill Co. has been incorporated to succeed the Cowgill & Hill Mfg. Co., which includes an elvtr. It is capitalized at \$120,000. Incorporators are Lloyd Cowgill, Nellie P. Cowgill, Anna M. Cowgill and H. S. Cowgill.



St. Louis, Mo.—Clarence Sears has applied for membership in the Merchants Exchange on transfer of E. F. Catlin.

## MONTANA

Hingham, Mont.—The Imperial Elvtr. Co. plans to install an auto dump.—Bill Brown, mgr.

McCabe, Mont.—O. M. Rogney has succeeded Henry Dethman as mgr. of the Farmers Elvtr. Co.

Hingham, Mont.—The Farmers Co-op. Elvtr. Co. will install an auto dump. L. M. Amdahl is mgr.

Fairfield, Mont.—Oscar Gaare has succeeded Fred J. Williams as mgr. of the Fairfield Elvtr.

Ballantine, Mont.—Emil Reiner, formerly agt. of the Occident Elvtr. Co., has moved to Wheat Basin, Mont.

Portage, Mont.—The Botsford Grain Co. incorporated by Earl E. Botsford, J. E. Patton and B. H. Kiose.

Belgrade, Mont.—A small fire in the mill plant of the Gallatin Mlg. Co. on July 18 was caused by a locomotive spark.

Dooley, Mont.—Directors of the Equity Elvtr. & Mercantile Co. have called a meeting for Aug. 20 to discuss disposing of the assets of the company.

Antelope, Mont.—The Hoover Grain Co. is installing electric motors and Winter Head Drive. The Farmers Grain & Shipping Co. is expecting to install a cleaner this fall.—Hoover Grain Co.

Hardin, Mont.—Have sold my elvtr. to S. A. and D. A. Reed who will operate a general grain business. Had several inquiries in answer to ad in Journal.—Hardin Grain & Fuel Co.

Judith Gap, Mont.—The W. C. Mitchell Co. of Great Falls has taken charge of the Frank Fischer elvtrs. here and at Oxford. Robert Franks will act as temporary mgr. at the local plant.

New members of the Montana unit of the North Dakota Grain Dealers Ass'n are Farmers Grain & Shipping Co., Antelope; Lewis Grain Co., Brady; Intake Farmers Grain Co., Intake; Farmers Elvtr. & Trading Co., Ft. Benton.—Sec'y P. A. Lee.

Helena, Mont.—Pursuant to recommendation by Gov. J. E. Erickson, the last session of the state legislature enacted considerable legislation dealing with state lands, and this legislation gives added security to the purchaser in giving the state a first claim on so much of the crops on the lands purchased as are required to meet the annual payments. Any chattel mortgage that the purchaser may find necessary to give on his crop will be subject to this claim for the annual payment becoming due on his land.

Denton, Mont.—The Farmers Co-op. Elvtr. Co. is now operating its recently completed elvtr. This elvtr. is one of the largest country grain elvtrs. in this territory, with a total capacity of 100,000 bus. The elvtr. is 45x45 ft., built 74 ft. to the eaves and has 7 ft. of center cribbing and is divided into 15 bins. It is built on a reinforced concrete slab foundation. It has a 13-ft. work floor enclosed 14 ft. ahead of the receiving scale, which is a 16x8 Fairbanks Special 10-ton Dump Scale, fitted with a Strong Scott Dump. There is one leg having 11x6 Salem Buckets, driven by a 10-h.p. motor mounted on a Hinckley Head Drive. The T. E. Ibberson Co. had the contract for the work.

## NEBRASKA

Belden, Neb.—The elvtr. of J. J. Mullaney, burned July 23.

Elgin, Neb.—The Cratty Lumber & Grain Co. plans to paint its elvtr.

Daykin, Neb.—T. C. Hart is now mgr. of the Farmers Co-op. Elvtr. Co.

Polk, Neb.—The Farmers Grain & Stock Co. has installed a truck dump.

Wymore, Neb.—The Farmers Grain & Lumber Co. plans to build an elvtr.

Whitney, Neb.—Kenneth Matheson is now mgr. of the Harris Grain Co.

Callaway, Neb.—W. E. Reeder has resigned as mgr. of the Farmers Elvtr.

Atlanta, Neb.—E. M. Highley of Arcadia is the new mgr. of the Seldomridge elvtr.

Randolph, Neb.—The J. J. Mullaney house is closed for the present.—H. O. Peterson.

Ansley, Neb.—Clarence Bristol has bot the elvtr. of the Ansley Livestock & Grain Co.

Minden, Neb.—The Farmers Grain & Supply Co. has installed an automatic truck dump.

Boone, Neb.—Wm. Roach of St. Edward bot the Farmers Elvtr. for \$1,540 at trustee's sale.

Duncan, Neb.—The Farmers Business Ass'n is installing a truck hoist to dump truck loads of grain.

Bloomfield, Neb.—E. O. Doak is now agt. of the J. J. Mullaney elvtr., which was recently reopened.

Grand Island, Neb.—The Farmers Elvtr. Ass'n of Nebraska will hold its annual convention here Nov. 15-17.

Wymore, Neb.—The Equity Union Grain Co. of Kansas City has opened an office here with S. L. Hassell in charge.

Cody, Neb.—The W. T. Barstow Grain Co. of Lincoln has completed its 25,000-bu. elvtr. and is now operating it.

Kimball, Neb.—The Kimball Mill & Elvtr. Co. has installed a Winter Head Drive and a new 10-bu. Richardson Automatic Scale.

Curtis, Neb.—N. L. Elson, mgr. of the Farmers Elvtr., has formed an oil company which will operate in connection with the elvtr.

Elgin, Neb.—We are going to put in a cement driveway, 120x10 ft., in front of our coal sheds.—E. Gailey, mgr., Farmers Co-op. Exchange.

Kimball, Neb.—The Farmers Union Co-op. Ass'n has installed a new Winter Head Drive. Work was done by the Cramer Construction Co.

Scottsbluff, Neb.—The Mead Mlg. Co. is building a new cribbed elvtr. of 20,000 bus. capacity. The work is being done by the Western Engineering Co.

Lushton, Neb.—The Grosshans Grain & Lumber Co. of York has leased the elvtr. of the Lushton Grain Co. Mr. Oschner of Sutton will have charge.

Bennett, Neb.—The plant of the Farmers Co-op. Union Elvtr. was recently damaged by fire, which also destroyed 2,000 bus. of corn and 800 bus. of wheat.

Kimball, Neb.—The Cheyenne Elvtr. Co. has just completed a 30,000-bu. cribbed elvtr. which was built by the Van Ness Construction Co. F. E. Wirick is agt. of the new house.

Edison, Neb.—The Wm. Bruce elvtr. is now owned by W. P. Fritzen. Rankin Bros. also opened their house. These houses have both been closed for some time.—J. A. French, mgr., Farmers Co-op. Grain Ass'n.

Omaha, Neb.—Clifford F. Smith, former supt. of the C. & N. W. elvtr. at Council Bluffs, operated by the Updike Grain Corporation, has gone to St. Louis, Mo., where he will be employed by the Marshall-Hall Grain Co.

Touhy, Neb.—The Farmers Co-op. Grain Co.'s elvtr. was bot by Emil Ohnoutka and Cyril Pekarek, local farmers, who are operating it under the name of the Touhy Grain Co. The writer has been retained as mgr.—A. A. Petrik.

Deshler, Neb.—H. W. G. Hoffmeyer bot the Deshler Farmers Elvtr. Co. for \$7,600. It is understood he represents a number of stockholders interested in the former organization and that a new ass'n will be formed.—C.

Brule, Neb.—The Farmers Co-op. Ass'n's elvtr. burned at two o'clock the morning of July 25. A hot bearing is believed to have been the cause. The elvtr. had been in operation until midnight. Contract for a new house has been let to the Cramer Construction Co.

Long Pine, Neb.—We are building a 10,000 to 12,000-bu. capacity elvtr., iron-clad, motorized, with air truck dump and equipped for custom grinding. The Van Ness Construction Co. is doing the work.—L. O. Shaneyfelt Lumber Co.

Newman Grove, Neb.—We have installed a J-B Grinder, have repaired the house, covered it with galvanized iron, installed new truck dump and motors for running both the elvtr. and grinder.—Mark Wagers, mgr., Crowell Lumber & Grain Co.

Lynch, Neb.—Tom Crowe is building an elvtr. on his 4,000-acre ranch in Holt county, 8 miles southeast of here. It will be cribbed and have a capacity of 15,000 bus. No R. R. connection. We are furnishing all material except the cottonwood lumber for cribbing which is cut on the ranch.—Jos. Micanek, mgr., Farmers Union Co-op. Ass'n.

Milford, Neb.—The elvtr. of the Milford Mills, N. P. Nelson, prop., burned recently. The fire was discovered about 8:30 in the morning by a train crew. At that time the entire top of the elvtr. was ablaze and shortly after there was an explosion. Jacob Kiebler, 60, an employee, was burned to death in the fire. He was cleaning out a bin in the elvtr. and firemen were unable to reach him in time to save his life. Over 30,000 bus. of corn was destroyed. The loss is estimated at \$45,000, partially insured.

## NEW ENGLAND

Lawrence, Mass.—Our recent fire loss will require no installation of machinery or equipment, and only nominal repairs to our building. Loss was principally on merchandise.—H. K. Webster Co.

## NEW MEXICO

Maize, N. Mex.—We started the actual construction of our 10,000-bu. elvtr. Aug. 1. This is to be a branch house of our Clovis plant and all transactions will be handled thru Clovis. M. S. Rochelle of the White Star Co. will be in charge of the construction.—Clovis Mill & Elvtr. Co.

## NEW YORK

Buffalo, N. Y.—No contract has been entered into nor have we any thot of building an elvtr. this year.—Standard Mlg. Co.

New York, N. Y.—A conference was held recently by the Produce Exchange and the newly formed Oil Exchange with a view to the latter acquiring trading privileges, facilities and conveniences on the floor of the former.

New York, N. Y.—Leverich W. Forbell was presented with a gold watch, chain and knife by members of the Produce Exchange in recognition of his long and faithful service on the Board of Managers, with which he had been connected continuously since 1915 up to June.

Jamestown, N. Y.—The D. H. Grandin Mlg. Co. is building a concrete elvtr. of 70,000 bus. storage with a receiving house with facilities for the rapid receipt and cleaning of grain. A small sack storage house is also being built. The plans for the latter were completed some time ago by the A. E. Baxter Engineering Co. and the contract recently awarded to the Jones-Hettelsater Construction Co.

## NORTH DAKOTA

Regent, N. D.—M. Mayer is now mgr. of the Regent Equity Exchange.

Bowman, N. D.—H. E. McKennett of Scranton has bot the Empire elvtr.

Carrington, N. D.—The Farmers Independent Elvtr. Co. will install a dump.

Still (Regan p. o.), N. D.—Floyd Smith is now buyer for the Wilton Elvtr. Co.

Starksburg, N. D.—The Liberty Grain Co. will install a grain dump.—A. W. R.

Nekoma, N. D.—Herman Loff is the new mgr. of the Farmers Co-op. Elvtr. Co.

Burnstad, N. D.—The Logan Grain Co. will install a dump and repair its elvtr.

Flasher, N. D.—The Flasher Equity Exchange has installed a scale and distributor.

Pillsbury, N. D.—The Pillsbury Grain Co. has installed a truck dump and new scales.

Clyde, N. D.—J. C. Tattle is now mgr. of the Clyde Elvtr. Co., succeeding H. L. Hogan.



**Loading Spouts**

**Grain Spouting**

**Immediate Shipment**

**American Machinery & Supply Co.**  
Omaha, Nebr.

**House Scales**      **Kewanee Dumps**



Strasburg, N. D.—E. N. Rice, formerly of Forman, is the new mgr. of the Farmers Elvtr. Co.

McHenry, N. D.—O. M. Heath has succeeded J. B. McWethy as mgr. of the Farmers Elvtr. Co.

Mandan, N. D.—It is expected that the Russell-Miller Mfg. Co. will reopen its plant this season.

Martin, N. D.—A. H. Christopherson has succeeded Bert Amdahl as mgr. of the Farmers Elvtr. Co.

Galesburg, N. D.—Philip Brodine, formerly of Felton, Minn., is the new mgr. of the Monarch Elvtr. Co.

Linton, N. D.—The North Dakota Wheat Growers Ass'n is on a deal for the Liberty Grain Elvtr.

Warwick, N. D.—C. Thompson, formerly of Hatton, is the new mgr. of the Equity Elvtr. & Trading Co.

Soo, N. D.—Afton Hilden, formerly of Stark-weather, is now buyer for the Farmers Grain & Coal Co.

Minnewaukan, N. D.—H. L. Irwin is mgr. of the local elvtr. of the North Dakota Wheat Growers Ass'n.

Barney, N. D.—The Farmers Elvtr. Co. will install a head drive and cover its buildings with galvanized iron.

Barton, N. D.—The Imperial Elvtr. Co. has awarded a contract to Hogenson & Ecklund for a 25,000-bu. elvtr.

Sanish, N. D.—The Minnekota Elvtr. Co. is repairing its elvtr. here. The T. E. Ibberson Co. is doing the work.

Gronna (Rolla p. o.), N. D.—We put in a new cylinder cleaner this summer.—H. G. Kane, mgr., Poppleston Elvtr.

Adams, N. D.—The Minnekota Elvtr. Co. is building a 4-bin coal shed, the work being done by the T. E. Ibberson Co.

Grand Forks, N. D.—J. E. Owen, traveling representative for Becher, Barrett, Lockerby Co., has headquarters here.

Clyde, N. D.—The Farmers Co-op. Elvtr. Co. expects to install electric motors during the next month.—Ed W. Nelson, mgr.

Courtenay, N. D.—Jacob Isely has retired after 34 years at the Atlantic Elvtr. Co. He will be succeeded by C. A. Huenga.

Rohrville, N. D.—The Farmers Grain Co. of Devils Lake has bot the elvtr. of Alois Walters. Andrew Orchard of Crary will manage it.

Selz, N. D.—The Minnekota Elvtr. Co. is having a new leg installed in its elvtr. and the building repaired by the T. E. Ibberson Co.

Lakota, N. D.—Farmers of this vicinity have leased the elvtr. of the Co-op. Equity Exchange and will operate it with E. E. Metcalf as mgr.

Larimore, N. D.—J. H. Gullickson, formerly mgr. of the Farmers Shipping & Supply Co. of Edmore, is now mgr. of the Farmers Elvtr. Co.

Arnegard, N. D.—Iver Midstokke of Lambert, Mont., will succeed G. E. Almy as mgr. of the Farmers Elvtr. Mr. Almy will move to Noonan, N. D.

Monango, N. D.—J. B. Ford has resigned as mgr. of the Farmers Elvtr. and will go to Emmons, Minn., where he will manage an elvtr.

Birford, N. D.—The North Dakota Wheat Growers Ass'n has bot the Co-op. Elvtr., which will be managed by Omar Fundingsland of Grand Forks.

Leverich (Rugby p. o.), N. D.—Plans are under way to rebuild the Leverich Elvtr., which burned recently. The new building will cost about \$16,000.

Bisbee, N. D.—We are repairing our elvtr. and putting in a dump. We also built an addition to office and coal sheds.—V. C. Gores, mgr., Farmers Elvtr. Co.

Fargo, N. D.—The mgrs. of the Barnes, Richland, Traill and Ransom counties elvtrs. held a meeting in the Commercial Club rooms the afternoon of Aug. 6.

Manitou, N. D.—Robert Klammer has resigned as mgr. of the Manitou Grain Co. to become mgr. of the Equity Co-op. Co. at Genoa (Norwich p. o.), N. D.

Barney, N. D.—Peters & Neeb have bot the Barney Grain Co.'s plant and will operate it as the Peters & Neeb Elvtr. with Clyde W. Adams as mgr. Mr. Neeb will continue as mgr. of the Mosselle (Wyndmere p. o.) Elvtr. Co.

Monango, N. D.—Mr. Ford, who recently went to Emmons, Minn., to manage an elvtr., has returned here as mgr. of the Farmers Elvtr., which position he formerly had.

Maxbass, N. D.—The National Elvtr. Co. is installing a Strong Scott Truck Dump. This work, along with some general repairs, is being done by the T. E. Ibberson Co.

Tasco, N. D.—The Minnekota Elvtr. Co. is installing a 15-h.p. Type Z Engine for its two houses here. This and general repair work is being done by the T. E. Ibberson Co.

Abercrombie, N. D.—H. B. Lee, formerly of Wolcott, N. D., has succeeded M. F. Luick as mgr. of the Farmers Elvtr. The latter is now mgr. of the Broadland (S. D.) Equity Exchange.

Killdeer, N. D.—C. O. Larson of Noonan and Ernest Olsen of Williston have bot the elvtr. and residence of R. S. Davidson for \$20,000. The new owners will take charge of the property Aug. 15.

Ambrose, N. D.—The new elvtr. built by the Hickok Construction Co. for the Northland Elvtr. Co. is nearing completion and will be ready to handle this season's crop.—O. Ingmar Oleson, mgr., Northland Elvtr. Co.

Oakes, N. D.—The elvtrs. we bot were formerly the houses of the Baldwin Flour Mill Co. We bot all its houses in North Dakota and are operating under the name of the Gross Grain Co. with headquarters at Oakes.—Gross Grain Co.

New members of the North Dakota Grain Dealers Ass'n are Equity Elvtr. & Trading Co., Warren Station (Davenport p. o.); Hettinger Equity Exchange, Hettinger; Farmers Elvtr. Co., Adams; Farmers Elvtr. Co., Crocus; Forbes Equity Exchange, Forbes; Pekin Co-op. Elvtr. Co., Pekin.—Sec'y P. A. Lee.

## OHIO

Patterson, O.—Leo R. Jones and Roy O. Hemy of Forest have leased and opened the Patterson Elvtr.

Scott's Crossing (Elida p. o.), O.—Shen Bros. have leased the grain elvtr. owned by J. A. Edwards.

Elroy, O.—The Elroy Grain Co. is installing new Sidney Overhead Roller Bearing Dump Equipment.

Forest, O.—Two receivers have been appointed to close the affairs of the Forest Farmers Co-op. Co.

Cincinnati, O.—J. H. Dorsel has succeeded to the business formerly conducted by the Dorsel Grain Co.

Somerset, O.—The Farmers Co-op. Co. has bot the flour mill of Bowman, Brehm & Bailey and will operate it.

Farrington (Troy p. o.), O.—The Piqua Mfg. Co. is now operating a gas station in connection with its elvtr.

Holgate, O.—The Northwestern Ohio Farmers Grain Dealers Ass'n held a postponed meeting Aug. 8 at this place.

Scott, O.—We are installing a new seed cleaner. We are the only regular dealers in grain here.—Scott Equity Exchange Co.

Marion, O.—The American Hay & Grain Co. recently moved its offices here from Marietta, O. H. B. Alexander is no longer with the company.

Ohio City, O.—We have just installed a No. 2 Direct Connected J-B Feed Mill and are now running and can grind almost anything on it.—Amos Brubaker & Son.

Willard, O.—We had a small fire and burned a small motor on July 10. About \$75 damage, no insurance on motor.—John F. Slattery, mgr., Willard Farmers Exchange.

Marion, O.—Prompt discovery of a burning pulley in the extreme top of the elvtr. building prevented a serious fire at the plant of the Marion Grain & Supply Co. recently.

Ashville, O.—The Ashville Grain Co. has removed all its old electrical equipment and installed modern equipment of 60 cycles to replace the old 25-cycle.—Ashville Grain Co.

Sidney, O.—C. H. Ginn has bot the elvtr. of the Sidney Grain Co. and will operate under the name of the Ginn Grain Co. He was formerly mgr. of the Sidney Farmers Exchange Co.

Overpeck, O.—Frank Barker, for many years mgr. of the Carr Mfg. Co. at Hamilton, will be head of a new flour mill to be built here. It will be of concrete and have a 500-bbl. capacity.

Bryan, O.—The Farmers Co-op. Grain Co. has built four coal bins.

Toledo, O.—The Norris Grain Co. has taken over the Baltimore & Ohio elvtr., which has been operated by Rosenbaum Bros. The Norris Grain Co. was recently incorporated in Ohio with a capital of \$50,000 by Geo. D. Woodman, D. G. Anders and H. C. Sitzenstock. James Norris, the well known grain exporter, is pres. of the company; Walter Trappe, vice-pres.; Geo. D. Woodman, sec'y-treas. and general mgr.

## OKLAHOMA

Capron, Okla.—Wind caused slight damage to the elvtr. of Clarence Heaton on July 22.

Alva, Okla.—The capacity of our new elvtr. is 54,000 bus.—S. Shelly, mgr., W. B. Johnston.

Komalty, Okla.—A windstorm partially moved the elvtr. of the Hobart Mill & Elvtr. Co. off its foundation recently.

Temple, Okla.—We have built another room to our office, also put a shed over our wagon scales.—McDonald Grain Co.

Carmen, Okla.—C. H. Cox of the Cox Grain Co. has established his office here, where he has a storage plant and elvtr.

El Reno, Okla.—The Canadian Mill & Elvtr. Co. is completing a \$25,000 addition to its plant and making the entire mill iron clad.

Haskell, Okla.—The Marston Mill & Elvtr. Co. has remodeled and enlarged its office building and is adding a stock of groceries.

Nash, Okla.—The elvtr. that I formerly managed for the Geis Price Elvtr. Co. is now operated by Tucker & Wilson.—Edward Palecek.

Welch, Okla.—I have taken over the Welch Co.'s elvtrs. and am doing business under my own name.—John Schenk, Jr., wholesale hay and grain.

Welch, Okla.—The Craig County Grain Co. put up a scale (not elvtr.) and bot a small amount of grain last fall, but are out of business now.—John Schenk, Jr.

Oklahoma City, Okla.—The Oklahoma Terminal Elvtr. Co., which has an elvtr. at Purcell, has opened an office in the Grain Exchange building with Frank Greshman in charge.

Oklahoma City, Okla.—The Belt Mill & Grain Co. will build new storage tanks and bins and add new grinding equipment to its plant, the improvements to cost more than \$75,000.

Yewed, Okla.—The Robinson Grain Co. has installed an air dump and loading spout in its elvtr. and put a new roof on the house. A Kewanee Dump, new elvtr. belt and cups and new roof have been added to the plant at Lambert.

Catoosa, Okla.—The grain elvtr. owned and operated by the Farmers Mill & Elvtr. Co. burned recently. There were reports that two men were seen running from the building a short time before the blaze was discovered. They were followed but were lost in the darkness, it being shortly after midnight.

## OREGON

Springfield, Ore.—The Springfield Mill & Grain Co. has filed dissolution papers.

Portland, Ore.—Vernon Miller, formerly with the Terminal Flour Mills and the Oregon Forwarding Co., is now connected with John Noyes.

Portland, Ore.—Recommendations will be made to the city council that the Oregon-Washington Railway & Navigation Co. be permitted to digress from the present city building code, providing a sprinkler system is installed in a new elvtr. to be built by the railroad, which is leasing it to Strauss & Co., Inc. Under the present code the cost of erection of the elvtr. would be prohibitive. It is said the council thinks the sprinkler system necessary. It would cost about \$25,000.

## PENNSYLVANIA

Philadelphia, Pa.—Howard F. Brazer, for many years engaged in the grain trade with his father, Wm. P. Brazer, has entered the insurance field.

Mechanicsburg, Pa.—Emanuel Starry died recently. He had been connected for more than 25 years with the Uhrich Grain Warehouse, now owned by M. C. Dietz Sons.



## SOUTH DAKOTA

Estelline, S. D.—The Ford Elvtr. Co. is building new coal sheds.

Miller, S. D.—Efforts are nearly closed to start the Farmers Elvtr. again.

Oldham, S. D.—Fred Manzel is the new mgr. of the Farmers Elvtr. Co.

Orient, S. D.—The Atlas Elvtr. Co. of Minneapolis is building an up-to-date elvtr.

Howard, S. D.—The elvtr. of Wm. Sheeley is being remodeled to provide additional storage room.

Sioux Falls, S. D.—The Emrich Grain Co. has opened a branch office here with R. W. P. Emrich in charge.

Langford, S. D.—O. H. Johnson, formerly of Pennock, Minn., is now mgr. of the Farmers Co-op. Elvtr.

Roslyn, S. D.—The Farmers Elvtr. Co. has bot the S. E. Swanson elvtr. and will operate it instead of its old house.

Kennebec, S. D.—The Farmers Union has installed an air dump in its elvtr. and raised the bins on a cement foundation.

Valley Springs, S. D.—The Farmers Elvtr. Co. re-incorporated; capital stock, \$25,000. This company was originally incorporated in 1907.

Colman, S. D.—C. J. Erickson, former mgr. of the Farmers Elvtr. at Howard, has been engaged as mgr. of the Farmers Elvtr.

Vale, S. D.—The Tri-State Mlg. Co. of Belle Fourche is building the first elvtr. this town has ever had. It will be of 10,000 bus. capacity.

Onida, S. D.—Sexauer & Son are building an extension of another story to their elvtr. to take care of a new distributor which will provide for a total of 24 bins.

Conde, S. D.—The Farmers Elvtr. Co. has had some repairs made on its elvtr., including the installation of a steel boot tank. The T. E. Ibberson Co. did the work.

Geddes, S. D.—Frank Humphrey, mgr. of the Farmers Co-op. Co. for 12 years, has bot the Hutchinson Mlg. Co. at Tripp, S. D. He will be succeeded by Will Chahk.

Winner, S. D.—I have bot the Nye & Jenks Grain Co.'s elvtr. here and will operate it.—C. L. Frescoln. (Mr. Frescoln was mgr. of the Farmers Elvtr. from 1917 to 1919 and later engaged in the livestock business.)

Belle Fourche, S. D.—The Tri-State Mill has added a 10-ton truck and wagon scales and dump to its equipment. A cleaner and grain room will be added and size of storage bins will be increased. A protein testing laboratory will be installed.

Alpena, S. D.—John Neuharth, who was agt. for Siberz Bros. & Craig before they sold their elvtr. in 1923, and Wm. Busse have bot the Betts Grain Co.'s elvtr. and will operate under the name of Neuharth & Busse Elvtr. Co., with the former as mgr.—M. E. Coffey.

Bryant, S. D.—Moved elvtr. across street to better location, put in new boot tank, rebuilt the leg, put motor in the head and one on the air compressor and installed Strong Scott dump. An attrition mill will be installed this season for custom grinding.—G. M. Thompson Elvtr.

Humboldt, S. D.—The Betts Grain Co. is having its elvtr. put in shape for the coming season. A new boot and Hyatt Roller Bearings on the head pulley have been installed, new pits built and the hopper scale and driveway doors repaired. The L. D. Wait Co. did the work.

Canton, S. D.—O. A. Streater, for 25 years with the Hunting Elvtr. Co., Minneapolis, as traveling representative, and C. C. Vickerman, for the past several years representative of W. M. Bell Co., Milwaukee, have formed a partnership and engaged in the grain business.

Seneca, S. D.—The Atlas Elvtr. Co. has awarded contract to the T. E. Ibberson Co. for a 30x33-ft. elvtr. of 35,000 bus. capacity. It will be equipped with a Strong Scott Dump, 100-bu. hopper scale, Salem Buckets, and Fairbanks Motor mounted on Hinckley Head Drive.

Bruce, S. D.—Geo. P. Sexauer & Son's elvtr. is being overhauled. N. O. Salem, the former agt., moved to Willow Lakes, S. D. C. A. Chester, with Sexauer for the past 12 years at Astoria, is now in charge of the local house. O. C. Haugen has taken Mr. Chester's place at Astoria.

Mansfield, S. D.—The Farmers Elvtr. Co. is installing a cleaner and dump and engine.—A. W. Rowly.

Broadland, S. D.—M. F. Luick has been appointed mgr. of the Broadland Equity Exchange, succeeding J. J. Brucher who is now a representative of McCaull Dinsmore Co. in the Aberdeen, S. D., territory. Mr. Luick was mgr. of the Farmers Elvtr. of Abercrombie, N. D., until July 1.

Philip, S. D.—H. M. Elhan has been chosen as mgr. of the new elvtr. to be built by the Union Marketing Ass'n, which was formed by the merger of the Farmers Co-op. Co. and the Farmers Union. The elvtr. will have a capacity of 25,000 bus. and will be equipped with the latest machinery.

Florence, S. D.—We have bot the W. I. Thompson elvtr. from the Hoover Grain Co. Have added lightning protection, painted the buildings, installed a Winter Truck Dump, built a feed mill house attached to driveway and installed a hammer feed mill.—T. E. Lewis, mgr., Florence Farmers Co-op. Elvtr. Co.

Colman, S. D.—The Madison Grain Co. is erecting an elvtr., 32x35 ft., cribbed, 45 ft., having 12 bins with a total capacity of 35,000 bus. The equipment includes 10-ton dump scale with a Strong Scott Dump, a 2,000-bu. Richardson Automatic Scale, two legs with 11x6 buckets and Fairbanks Motors mounted on Hinckley Head Drives. The T. E. Ibberson Co. has the contract.

## SOUTHEAST

Atlanta, Ga.—The plant of the W. L. Fain Grain Co. was damaged by fire July 30 to the extent of \$75,000. Two members of the city fire department were killed and many others were injured when a wall collapsed.

## TENNESSEE

Nashville, Tenn.—The 100,000-bu. elvtr. being built for the Ralston Purina Co. will be completed in September.

Trenton, Tenn.—W. L. Wade, W. E. Wade, Mack Morris, John L. Wade and J. W. Branson have bot the plant of the Forked Deer Manufacturing Co. It is expected that the mill will resume operations.

Memphis, Tenn.—The plant of Embry E. Anderson was damaged to the extent of \$50,000 on July 27 by a fire that started in and destroyed the boiler room. The flames did but little damage to the concrete elvtr., which contained little grain. Work of repairing will start at once.

Memphis, Tenn.—The River Terminal Commission, which is now operating extensive river terminals here, is contemplating the erection of a 1,250,000-bu. grain elvtr. to be operated in connection with our present river terminal facilities. It is proposed to finance this grain elvtr. by a bond issue. There are a number of details to be worked out and it is not likely that a final decision can be reached before October.—J. B. Edgar, chairman, River Terminal Commission.

## TEXAS

Amarillo, Tex.—The Great West Mill & Elvtr. Co. plans a large addition to its elvtr.—X.

Spearman, Tex.—We have installed a 10-h.p. Fairbanks-Morse Motor.—C. A. Gerig, mgr., Scott Bros.

Hillsboro, Tex.—The Hillsboro Mlg. Co.'s plant is not operating and is not expected to any time soon.—X.

Houston, Tex.—Dixon Grain Co. incorporated; capital stock, \$25,000; by E. S. Dixon, A. P. Dixon and Van Turner.

Dublin, Tex.—The mill and elvtr. formerly operated by F. A. Weiser is now under the management of A. P. Ward.—X.

Corsicana, Tex.—The Farmers Grain & Feed Co. went out of business; no successor. There are no elevators here now.—X.

Fort Worth, Tex.—The Scott Bros. Grain Co., Inc., incorporated; capital stock, \$200,000; by James M., Clyde W., and R. L. Scott.

Muleshoe, Tex.—The Bailey Elvtr. Co. is overhauling its elvtr., installing new legs and spouts and a Fairbanks-Morse Ventilated Enclosed Motor. The Star Engineering Co. is doing the work.

South Plains (not p. o.), Tex.—This new town will have five grain elvtrs. Promoters of the town are A. R. Brown of Lockney, Tex., and J. S. Edwards of Slaton, Tex.

Shamrock, Tex.—W. P. Dial of Memphis, Tenn., still operates the elvtr. It has been closed down for several months but is now open. It is the only elvtr. here.—X.

Electra, Tex.—W. R. Andrews, head of the Farmers Elvtr. Co., affairs of which are in the hands of a receiver, recently gave bond of \$2,000 for appearance to answer a charge of embezzlement.—P.

Paris, Tex.—The Paris Mlg. Co. has awarded a contract to the Jones-Hettelsater Construction Co. for the erection of additional storage tanks which will hold 200,000 bus. This will make the company's total storage 300,000 bus.

Celina, Tex.—We contemplate building a belt conveyor from our concrete tanks to our elvtr., a distance of 171 ft. We have recently installed a corn sheller pulled by a 40-h.p. General Electric Motor.—Celina Mill & Elvtr. Co.

Honey Grove, Tex.—Jess A. Smith will install a corn sheller north of his grain warehouse, which was built 4 years ago. The plant, formerly occupied by W. H. Dowlen, was dismantled 8 years ago and has never been rebuilt.—X.

Orange, Tex.—W. F. Andrews has bot a controlling interest in the Orange Grain Co. from Bruce Carter. Mr. Carter and Clyde Oldham have bot the branch plant of the American Maid Flour Mills Co. at Beaumont and will operate it.

Houston, Tex.—The extension to our conveyor along the water front has been completed and we can now load two ships at the same time. We loaded the S. S. Deer Lodge at our new berth Saturday, July 30, while we were using the old berth to load the S. S. Sahale. This extension gives us two more belts or four belts leading from elvtr. to water front. Each belt has a carrying capacity of 25,000 bus. per hour, giving us a total loading capacity of 100,000 bus. per hour. The John S. Metcalf Co. did the work.—Geo. S. Colby, supt. of elvtr., Port of Houston.

## UTAH

Ogden, Utah.—The Globe Grain & Mlg. Co. is building a 600,000-bu. elvtr. and 2-story concrete flour warehouse. The B. F. Dinsmore Co. has the contract.

## WASHINGTON

Oakdale, Wash.—The Seattle Grain Co.'s warehouse was damaged by a fire on July 26.

Oakdale, Wash.—The Bassett Grain Co. of Colfax has leased the warehouses of the Mark P. Miller Co. at this place, Colfax and Seabury.

Govan, Wash.—The Almira Farmers Warehouse Co. will rebuild its warehouse recently destroyed by fire. The new house will be 50x100 ft.

Seattle, Wash.—The Rathke Grain Co., already in business, incorporated; by Clark E. Rathke, Ethel C. Rathke and Maurice A. Bristol.

Rockford, Wash.—D. M. McCance is putting his two houses, one here and the other at Coey (Rockford p. o.), under federal supervision and license.

Longview, Wash.—Bids will be taken immediately for construction of the terminal elvtr. The John S. Metcalf Co. is the designing and supervising engineer.

LaCrosse, Wash.—The old warehouse of the Kelley-Hughes Grain Co. is being brot here from Thornton, making an addition to the company's house of 48x144 ft.

Tonasket, Wash.—It is reported that the allied interests of the White-Dulany Co., Milwaukee Grain Elvtr. Co., and the Fisher Flour Mills Co. of Seattle will build a warehouse here.

Spokane, Wash.—Machinery, costing about \$50,000, is being installed at the Sperry Flour Mill. It will include improved wheat washing equipment. The plant has an elvtr. in connection.

Rockford, Wash.—Handling as we did 97,700 bus. of wheat last year, our 40x120-ft. warehouse was found to be too small, so we have just completed a 40x60 ft. addition. We installed a Fairbanks-Morse Dial Scale in the large room.—Rockford Growers Warehouse Corporation.



Ellensburg, Wash.—B. F. Reed and several Seattle business men are rebuilding the plant of the Ellensburg Mlg. Co. which burned a year ago. It is expected the work will be completed by Sept. 15.

Davenport, Wash.—The Big Bend Mill is having six steel storage tanks added to its plant. This will add 40,000 bus. capacity. The mill has four large cement storage tanks with a capacity of 60,000 bus.

Seattle, Wash.—The trustees of the Merchants Exchange Clearing House recently elected the following officers: L. P. Baumann, pres.; A. A. Ryer, vice-pres.; H. L. McIntyre, sec'y; W. H. Foster, treas.

Wenatchee, Wash.—H. M. Wilbanks has succeeded W. C. Theda as mgr. of the Wenatchee Mlg. Co. Mr. Theda resigned to go into business in Hillsboro, Ore. Mr. Wilbanks has been sales and ass't mgr. of the plant for several years.

## WISCONSIN

Green Bay, Wis.—Cyril D. Kieber is now mgr. of the Green Bay & Western Elvtr. Co.

Ogema, Wis.—The warehouse of the Farmers Co-op. Co. was recently damaged by fire.

Milwaukee, Wis.—The rate of interest for the month of August has been determined by the finance com'te of the Chamber of Commerce at 6%.

Cato, Wis.—Kurt Huebner, lumber, grain, coal and radio supply dealer, has filed a petition in bankruptcy, listing liabilities at \$26,215 and assets at \$44,215.

Milwaukee, Wis.—Elvtr. E, operated by the Cargill Grain Co., has been declared regular for the storage and delivery of grain and flaxseed to the capacity of 1,000,000 bus.

Milwaukee, Wis.—John Buerger, 82, head of the Buerger Commission Co. and known as the "barley king," died July 23 after an illness of two months. He came to America from Germany in 1866 and began as a building contractor, erecting several grain elvtrs. thruout the state. This interested him in the grain trade and he started a malting business at Fond du Lac, later coming here to organize his company. He had been a member of the Chamber of Commerce since 1886.

## Dust Prevention in Elevators.

[Continued From Page 173.]

clone thus acts as a secondary or finer separator element.

The baffle plate X is interposed in the garner between the discharge from the leg and the suction outlet from the garner to cause the air to take a tortuous path in the garner and thereby improve the settling effect of the garner or primary settling chamber.

## Bin Floor Dust Prevention.

Patent No. 1,629,991 covers the application of the principle to the prevention of dust on the bin floor and about conveyor belting. The rapid movement of the grain and the sudden change in its direction as it is discharged from the conveyor releases a great deal of dust and the inward flowing stream of grain filling the bin sets up a powerful current of air outwardly thru the manhole in the opposite direction from the flow of the grain and this rapid current of air together with the rapid movement of the grain and its change in direction removes a considerable quantity of dust from the grain and distributes it about the top of the bins in the house. This dust which is made up of dirt, chaff and polishing from the grain is disposed of by the owner of the house and must be disposed of constantly to avoid fire and explosion danger.

This system provides a positive suction on the bin and on the grain handling apparatus for withdrawing dust therefrom and at the same time there is a positive system of ventilation for the elevator floor where work is taking place. This prevents the escape of dust and its deposition which results in fire and explosion hazard.

Fig. 1 is a plan view of the bin floor and tops of the bins;

Fig. 2 is a section thru a grain elevator showing the storage bins and the handling apparatus in elevation;

Fig. 3 is a section thru the house showing the conveyor and dumping mechanism in elevation;

Fig. 4 is a section 4—4 along the line drawn in Fig. 3.

A A are a series of cylindrical grain bins. Disposed between them are a series of smaller interspace bins A<sup>1</sup>. Located above all these bins is a conveyor house A<sup>2</sup>. Extending longitudinally thru this conveyor house along the axial line of the bin assembly is an endless belt conveyor A<sup>3</sup> having a tail pulley A<sup>4</sup>, a head pulley A<sup>5</sup> and a driving motor A<sup>6</sup>.

Adjustably movable along the bin floor and along the axis of the belt conveyor is a tripper discharge B. This tripper discharge is adapted to move along the floor and comprises two pulleys B<sup>1</sup> B<sup>2</sup> so disposed as to make a kink in the belt on the carrying side. The pulley B<sup>2</sup> is located in the mouth of an air tight receiving chute B<sup>3</sup> so disposed that material passing over the pulley B<sup>2</sup> is thrown by inertia into the chute and may be discharged into either arm B<sup>4</sup> B<sup>5</sup> of the tripper discharge by means of a valve B<sup>6</sup>. The tripper discharge arms or branches are so disposed that as the tripper is moved along the floor, they can be placed selectively into register with manholes B<sup>7</sup> B<sup>8</sup> on opposite sides of the median line of the belt communicating with the various bins.

Each manhole is provided with removable substantially air and dust tight covers B<sup>9</sup>. These covers are of course removed before the tripper discharge is brought into register with the manhole leading to the bin which is to be filled. Each of these tripper discharge arms terminates in an adjustable sleeve B<sup>10</sup> making a substantially air tight connection with the lower extremity of the arm having a felt, canvas or similar dust and air tight packing rim B<sup>11</sup> so that when the sleeve is dropped down to rest upon the floor immediately around the manhole, a substantially air tight joint is provided.

The grain is fed to the belt conveyor by means of an elevating leg C containing a con-

veyor C<sup>1</sup> which discharges over a head pulley C<sup>2</sup> to a closed chute C<sup>3</sup> whence the grain is discharged to the belt at the tail end thereof.

Driven by the belt driving motor is an air fan D. This fan always operates when the motor and belt are operating and is always at rest when they are at rest. The fan discharges through a conduit D<sup>1</sup> to a cyclone dust separator D<sup>2</sup> which discharges the air thru a spout D<sup>3</sup> outside the house and the recovered dust thru a spout D<sup>4</sup> to any suitable recovering or storage system not here shown. D<sup>5</sup> is a suction line extending clear across the top of the house discharging into the fan D and having connection with each of the separate bins as indicated at D<sup>10</sup> D<sup>11</sup>, and also a connection as at D<sup>6</sup> to the feed spout C<sup>3</sup> at a point between the head pulley C<sup>2</sup> and the discharge to the belt. There is also a connection between the suction line D<sup>5</sup> and a dust hood D<sup>7</sup> adjacent the head pulley of the belt.

Normally the bins are all closed with the air and dust tight manhole covers in place. When the operator is about to store a batch of grain in one of the bins, he first removes the manhole cover of that particular bin, then moves the tripper discharge into place so that one branch thereof is in register with the open manhole. He lowers the packing sleeve around the end of that branch to the floor to make a substantially air tight joint between the manhole and tripper discharge and throws the valve therein into position to discharge into the open manhole. He then commences the feed of grain to the belt. The grain travels along the belt to the tripper pulley and is there discharged into the tripper chute and passes thru it into the bin. At the same time that the belt is started up the fan automatically starts and immediately puts a suction on the entire system. Since all but the manholes into which the grain is discharging into are closed, little if any air will be displaced from any of the bins not being filled. Most of the air will come from the bin or bins being filled and the fan is so speeded up that the volume of air drawn from the bins at any given time is greater than the volume of grain discharged into the bins. Thus all the air displaced by the grain is carried out by the fan and there is in addition a down draft of air from the belt thru the tripper discharge into the bin. This down draft of air takes care of all the dust raised by the change in direction of the grain or by its discharge into the bin. This dust is carried out by the air thru the suction line into the dust separator and there is recovered.

The connection between the suction line and the loader at the point of loading of the belt causes an inward flow of air in an opposite direction to the flow of grain toward the belt so that any dust raised at that point would also be taken into the suction system and the dust hood around the head pulley of the head conveyor will carry away the fine dust which experience shows is likely to adhere to the belt after it has passed thru the tripper. Thus all the points at which the dust is likely to develop are protected by air current drawing the air into a closed dust collecting system whereby the dust is carried away to a point at which it can be safely and satisfactorily disposed of.

During June 1,043 mills ground 38,708,130 bus. of wheat, which represents 49.4 per cent of the total capacity operated, against 1,038 mills in June, 1926, grinding 37,250,730 bushels of wheat ground, which represents 47.6 per cent of total capacity operated.

Broadcasting of markets to the Pacific Coast grain dealers began July 25, M. H. Dopplmaier and W. W. Harder, wholesale grain, millfeed, flour and bag dealers of Portland co-operating with members of the Willamette Valley Grain & Feed Dealers Ass'n therein. Daily newspapers of Portland have attempted this service heretofore, however, quotations given were not as complete nor was such a broad field of markets covered.

## Clark's Decimal Wheat Values

(Fourth Edition)

Is a book of 38 tables, which reduce any weight from 10 to 100,000 pounds to bushels of 60 lbs. and show the value at any price from 50 cts. to \$2.39.

Each table is printed in two colors, pounds and rules in red, bushels and values in black. All figures are arranged in groups of five and divided by red rules to expedite calculations.

These tables have the widest range of quantity and price, are so compact and so convenient no Wheat Handler can afford to attempt to do business without them. By their use you prevent errors, save time and avoid many hours of needless figuring.

These tables can be used with equal facility in determining the number of bushels and the value of Wheat, Alfalfa Seed, Clover Seed, Canary Seed, Beans, Grapes, Peas, Split Peas and Potatoes.

Printed on linen ledger paper, 40 pages, bound in vellum, size 9x11½ inches, shipping weight 1 pound.

Price \$2.00.

Order Form 33X.

Grain Dealers Journal

309 S. La Salle St.

Chicago, Ill.



## Feedstuffs

**Burlington, Vt.**—The A. D. Pease Feed Co. recently moved into newer and larger quarters.

**Gowanda, N. Y.**—John R. Eggen has installed new mixing machinery and an elvtr. in his mill.

**"Feeding Dairy Cows"** is a special bulletin published by the Wisconsin Agr. Exp. Sta., at Madison.

**"Minerals for Livestocks"** was recently issued by the Wisconsin Agricultural Experiment Station at Madison.

**Pueblo, Colo.**—K. K. Sweeney has bot the ground feed mill of the Andrew McClelland Mercantile, Industrial & Realty Co.

**Sedgwick, Kan.**—A new brick and concrete fire-proof 40x100 ft. warehouse is contemplated by the Sedgwick Alfalfa Mills.

**Sources of Animal Protein for Laying Hens** is a recent issue by J. H. Martin, Kentucky Experiment Station, Lexington, Ky.

**Tacoma, Wash.**—M. S. Phillips, L. W. Williams and S. Wilcox have incorporated the Roman Meal Co. with a capital stock of \$25,000.

**Waltonville, Ill.**—The feed and grain business of J. W. Hickam of this point has been acquired by the Willis Feed & Seed Co. of Mt. Vernon.

**"The Mineral Feed Problem in Wisconsin,"** Bulletin No. 390, is now available from the Wisconsin Agricultural Experiment Station, Madison, Wis.

**Canton, O.**—A sales meeting of its representatives was held here Aug. 5 by the Hales & Hunter Co., mineralized buttermilk feed manufacturers, seed and grain dealers.

**Rochester, N. Y.**—The Morphy Feed Co. was just organized by A. J. Metzger, H. F. Baetzel, and Wm. J. Beil, with headquarters here. The firm will specialize on wholesale business.

**Corn gluten feed** carries the corn bran, which is one portion of corn kernel that a pig's digestive organs does not handle well and is wholly undigested.—Leaflet No. 11, Iowa Agr. Exp. Sta.

**Frankfort, Ind.**—The Citizens Feed Co. has been incorporated by Carl W. Sims, Leslie T. Conarroe, Alexander S. Corey and William Gambel for \$20,000, to manufacture and deal in feeds, etc.

**Tankage added** to a corn or to a corn and oats ration materially increased gains, according to Lft. 15, Ia. Exp. Sta. The feed required for the hundred pounds gain was decreased by the tankage addition.

**Manganese sulfate**, the iron carrying venetian red and sodium bicarbonate, when each was added to the simple "backbone" mineral mixture composed of common salt, high calcium raw limestone, ground boneblack and potassium iodide was beneficial, however, the 100 pounds of gain cost 23 cents more, and the margin per pig was 37 cents less.—"Corn Gluten Feed, Enzymes, Oat Feed, Minerals and Water Supply for Fattening Spring Pigs."

### Feed Movement in July.

Receipts and shipments of feeding stuffs at the various markets during July, as compared with July, 1926, in tons, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
*Baltimore ...	1,042	1,767		
Chicago ...	20,914,000	26,409,000	106,819,000	74,899,000
Kansas City ...	4,840	7,040	12,620	16,000
Milwaukee ...	5,880	11,527	10,220	12,076
†New York ...	120	528		
‡Peoria ...	21,460	20,220	30,956	28,529
†San Francisco	416	314		

\*Millfeed. †Bran. ‡Shorts.

**San Diego, Cal.**—The Pacific Cotton Seed Products Co. has been incorporated with a capital stock of \$75,000, licensed to manufacture cottonseed meal and cakes, from cotton grown in the Imperial Valley.

The addition of linseed meal to a ration of corn, tankage, salt, and limestone increased the rate of gain of pigs from .75 lb. daily to 1.02 lbs. daily and reduced the cost per hundred pounds gain from \$6.45 to \$6.22 in an Ohio feeding trial.

**Macon, Miss.**—The Alfo-Corn Mfg. Co. of St. Louis, Mo., hope to have a large mixed feed distributing warehouse established here on the M. & O. Ry. soon. Dairy feeds will be specialized in. The structure will be 40x60 ft.—P. J. P.

The use of creek sand in two different comparisons show up unfavorably. The cattle receiving sand at the rate of an ounce per head daily did not gain so rapidly on the average.—Feeding Simple Minerals to Fattening Steers, Ia. Exp. Sta.

Substitution of 50 per cent corn gluten feed for an equal amount of the modified "Trinity" mixture was not an economical procedure. The "Trinity" oat feed is an oat by-product coming from the Quaker Oats Co.—Lft. 18, Ia. Exp. Sta.

Feeding of "Simple Minerals," a combination of limestone bone black and potassium iodide, with or without sulfur, stimulated salt consumption. The mineral fed cattle ate approximately one-third pound more salt per head monthly.—Lft. 16, Ia. Exp. Sta.

During a 9 weeks' test at the Canadian Experiment Farms, chicks receiving both buttermilk and water as drink made average increases in weight of 142 per cent over those receiving no milk, and the mortality was more than twice as heavy in the latter group.

The amount of the high priced supplement consumed was lessened very materially because of the minerals added, according to Leaflet No. 3 of the Animal Husbandry Section of the Iowa Agricultural Experiment Station on "Simple v. Complex Minerals on Bluegrass."

**New York, N. Y.**—Noah W. Taussig, chairman of the board of The American Molasses Co. of this place, died at his home here last month. Mr. Taussig was also pres. of The Nulomoline Co., one of the most prominent in the molasses and syrup industry in this country.

It appears that the complex mineral mixtures, in dry lot with vegetable feeds, again showed superiority over the simple "backbone" one. Also, the pigs liked the complex mixtures better than the simple one.—Simple v. Complex Mineral Mixtures for Fall Pigs, Lft. 2, Ia. Agr. Exp. Sta.

**Jamestown, N. Y.**—A new \$40,000 feed milling plant is announced for the D. H. Grandin Milling Co., which is to be the most modern in the state. The structure now housing the organization's activities is ninety-four years old. A 50,000 bu. reinforced concrete elevator is also called for.

The addition of sulfur, when used as a part of the mixture, gave somewhat improved results in all three cases, in an experiment on "Simple v. Complex Mineral Mixtures for Fall Pigs." Where the sulfur was allowed in a separate self-feeder the pigs apparently overate of it, to their detriment.

**Hillsboro, Ore.**—The plant of C. B. Buchanan & Co. was recently taken over by the Imperial Feed & Grain Co., which of late was incorporated for \$40,000 by W. C. Theda, R. W. Kreit and J. W. Bailey. Mr. Theda has, until recently, been manager of the Wenatchee (Wash.) Mfg. Co., a subsidiary of the Centennial Mill Co., with which organization he has been associated for quite some time.

It pays to feed a good ration because the gains are the more rapid, the pigs healthier, the feed requirements lower, and the days of labor less, inasmuch as the hogs are marketed sooner.—Leaflet No. 5, Iowa Agr. Exp. Sta.

**Howard Lake, Minn.**—Construction work on Northrup, King & Co.'s seed corn drying plant here has commenced. Contract for the building calls for a 200x60 ft. structure with one 40x60 ft. basement and another of smaller dimensions. The new plant will be completed in readiness for the fall corn crop.

In all cases, in an experiment conducted at the Iowa Agricultural Experiment Station on "Simple v. Complex Mineral Mixtures for Fall Pigs," the use of salt or of minerals resulted in increasing the daily gains, and in decreasing the feed requirement for the hundred pounds of gain, in some cases very markedly.

Pigs relish whole oats more than the ground oats and ate practically twice as much of them, in Lft. 19, Ia. Agr. Exp. Sta., but even at that the consumption was very light, amounting to only one-fourth pound per head daily. "It is questionable if it pays to grind the oats, inasmuch as the margins are so close."

**Lafayette, Ga.**—The Lafayette Roller Mills, Inc., has reorganized with H. Cordell, Vincennes, Ind., pres.; W. V. Calvert, sec'y. Additional new machinery is being installed. When completed the remodeled plant will have a daily capacity of 2,500 bu. corn meal and corn grits and 100 tons of dairy feed.—P. J. P.

Common salt is of major importance in the building of a good mineral mixture. Most often a great deal of the good results from the well compounded mineral mixtures is due to the efficiency of the common salt which is present. Salt is essential for all of the livestock on the farm, cattle to poultry.—Lft. No. 2, Ia. Exp. Sta.

"A Balanced Ration" as a term applied to feeds and means a complete ration for a full cycle of the animal's life, including growth and reproduction. In compounding it these must be considered: Calories or heat producing materials; ample proteins of proper quality; and adequate supply of mineral matter and vitamins.—National Miller.

The profit in feeding cottonseed meal to two year old cattle depends on the relative cost of cottonseed and corn. Generally speaking, one ton of cottonseed meal should be purchased at or below the cost of one hundred bushels of corn before its use is profitable.—Bulletin No. 265, Purdue University, Agr. Exp. Sta., Lafayette, Ind.

It pays, therefore, to deal with reliable companies in the purchase of farm lot minerals, and to see to it that the company in question knows its business, knows what constitutes good minerals.—Leaflet No. 4, Iowa Agr. Exp. Sta., Animal Husbandry Sec., on "Some Mineral Feeding Results With Pigs in Dry Lot Experimentation."

"Feeding for Egg Production," Circular 275-C, University of Illinois Agricultural College and Experiment Station, is now available, as is "Soybeans for Horses and Mules," Circular 276-C; "Feeding of Mineral Supplements to Live Stock," Circular 281-C; "Vitamins in Live-Stock Feeding," Circular 282-C; and "Sunflower as a Silage Crop," Bulletin 268-B.

**Minneapolis, Minn.**—Contracts were let July 21 for construction of the new \$1,000,000 Cream of Wheat plant at the Northwestern terminal. Construction is to get under way immediately. C. F. Haglin & Sons Co. was awarded the general contract at approximately \$500,000. The building will be 165x250 feet, four stories high for the main structure, with a six-story tower in the center.



**Buffalo, N. Y.**—A sweet feed mill and storage tanks, to facilitate the manufacture of dairy and poultry feed, is to be erected on recently acquired ground by the Pratt Food Co., who some time ago took over the Maple-Flake mill of the Armour Grain Co. The expenditure is placed at \$300,000.

**The Kellogg Co.**, of Battle Creek, Mich., will shortly commence the erection of a new factory for the manufacture of their well-known products at Sydney, Australia. In addition to a large processing building there will be a mill and bulk grain handling facilities, power plant, and office. John S. Metcalf Co. have prepared the plans and specifications and will supervise the construction.

**Walla Walla, Wash.**—The Garden City Feed Mills, Inc., was set up during the past two weeks, and incorporated for \$75,000. It is a consolidation of the Garden City Feed Mills and the wholesale forage house of Ernest T. Freepons; L. J. Bierwagen and L. A. Jenks are the other two incorporators. Equipment for manufacturing dairy feeds of chopped alfalfa and molasses is to be installed and in operation before the first of September.

**New officers** elected at the thirty-fourth annual convention of the National Hay Ass'n held in St. Louis, Mo., July 25-27, were H. A. Dinius, Roanoke, Va., pres.; D. E. Tilson, Kansas City Mo., first vice pres.; Aime Guertin, Montreal, second vice pres.; Fred K. Sale, Winchester, Ind., sec'y. Members of the board of directors are: L. A. Raney, Goldboro, N. C.; E. A. Olson, Minneapolis, Minn.; Henry Fruechtenicht, Louisville, Ky.; H. A. Post, New York City, and A. E. Caple, Toledo, Ohio.

**Soybean oilmeal** in this test proved a bit better than tankage from the feed requirement and rapidity of gains standpoint in balancing the corn and mineral ration on rape. The 70 lb. pigs fed the soybean oilmeal made the 225 lb. weight in 95 days, whereas the tankage feeding took 102 days. In the making of gains, (100 lbs.) of soybean oilmeal replaces 37 lbs. of tankage and 66 lbs. of corn, or stated another way, 100 lbs of tankage fed in connection with 175 lbs. of corn grain substituted for 272 pounds of soybean oilmeal.—Lft. 5, Ia. Agr. Exp. Sta.

**The most efficient ration** used in the experiment described in Iowa Exp. Sta. Leaflet No. 11 was shelled corn, meat meal tankage and salt. The mixing of corn gluten feed with the tankage was not as efficient as where the tankage was unmixed—fed straight. Five out of six lots fed received corn gluten feed, but the group that made the best showing out of these five received the least amount of this corn by-product. Corn oil cake meal mixed with tankage gave good results. Alfalfa meal and linseed oilmeal mixed tankage proved exceptionally invaluable for fall pigs.

**Kansas City, Mo.**—Work on the new feed plant of the Southard Feed & Mfg. Co. is progressing rapidly. The plant will be ready by Sept. 1. Four large reinforced concrete grain storage tanks are well under way. Adjacent to these an entirely new mill building of the most modern type is under construction. Of reinforced concrete the new mill building is 80x272 ft. and 105 ft. in height. In it are located fourteen large concrete grinding bins, and on the third floor forty steel tanks are being provided for finished products. The new mill building is being equipped throughout with the very best and latest modern machinery for the manufacture of high quality feeds for livestock and poultry. Each machine will be operated by a separate motor. An immense Carter-Mayhew whirling reel removes all foreign matter and impurities from the feeds. This extra purification is in addition to thoro screening and cleansing of all mash and grain products before sacking. The plant will have 25 carloads per day capacity. It will replace the smaller plant which burned last Spring—P.

**Sherman, Tex.**—H. T. Shumate, 68, chemist for the Grayco Mfg. Co., and one of the pioneers in the cottonseed products industry, died at his home here July 20. He had devoted practically his entire life to the study of this industry. Coming here from his home town, Harrodsburg, Ky., some forty-six years ago, he was connected with J. C. Tassey in an oil refinery and through this plant he produced the first cottonseed products in the state and was one of the first in this country to start refining the oil from the cotton seed.—P. J. P.

## Dehulled Oats as Feed.

BY JOHN M. EVVARD AND ASSOCIATES (IN EXP. STA. LFTS. 15-19).

Dehulled oats fed to the spring pigs in these experiments were greatly relished, they taking from the self-feeders practically seven and one-half times as many pounds daily of the dehulled oats as of the whole oats, which, naturally, promoted the most rapid gains.

Were it not for the reason that the dehulled oats were charged for at double the rate of oats in the raw state the advantage of feeding dehulled oats would be considerably more. (However, with the perfection of an oat-huller such as is in process at the present time this cost could be materially lowered and the profits accruing from the feeding thereof correspondingly increased.)

From the feeds standpoint, cost and economy considered, these dehulled oats are undoubtedly superior to the whole oats for feeding pigs because they are of a more concentrated character, yielding a lesser percentage of fiber. The groats of the oats are richer than the whole oats in the kind of proteins that pigs do well on; the proteins of the groats are of high quality, biologically speaking.

Oats fed whole appeared more economical than ground oats or ground soaked or whole soaked oats, which makes dehulled oats the most profitable and the more desirable.

Incidentally, oats residues, the by-product of dehulling, proved relatively inefficient.

(It behooves grain dealers in feeder territory to keep abreast with scientific developments such as the above, and provide physical properties for capitalizing thereon.)

## New Feed Trade Marks.

**The Quaker Oats Co.**, Chicago, Ill., has filed trademark Ser. No. 245,749, the term "PIG-N-HOG," as being particularly descriptive of prepared stock feed. The mark is accompanied by an illustration of swine on a striped bag.

**The Quaker Oats Co.**, Chicago, Ill., has filed trademark Ser. No. 245,655. The mark consists of stripes arbitrarily spaced apart and extended diagonally of a bag, on which is a white space for a label. No claim is made to the representation of the bag.

**Maritime Mlg. Co., Inc.**, Buffalo, N. Y., in Ser. No. 249,229 has filed the letters "MAR-MICO" as being particularly descriptive of dairy feed. A diamond shaped background is used and the trademark is printed on a band extending across the diamond.

**Moore Bros.**, doing business as Holdenville Mill & Elvtr. Co., Holdenville, Okla., has filed trademark Ser. No. 247,863, the letters "CREMO," particularly descriptive of dairy feed mixture consisting of wheat bran, ground oats, alfalfa, molasses, corn feed meal, corn gluten feed, linseed meal, cottonseed meal and salt.

**Blank & Gottshall Co., Inc.**, Sunbury and Williamsport, Pa., has filed trademark Ser. No. 250,059, the words "QUAKER STATE," particularly descriptive of stock feeds including poultry feeds comprising Chick Starter, Chick Grains, Growing Mash, Egg Mash, Scratch Grains, Developing Feed, and Crate Fattener as well as other feeds such as Dairy Rations and Pig Meal.

## Mineral Mixtures.

There is no such mineral mixture as the best mineral mixture for all conditions of feeding.

There are many good mineral mixtures that may be made, but in all mixtures it is wise to emphasize the presence of the "backbone" elemental ingredients. The "backbone" elements are—sodium and chlorine, as carried in common salt; calcium, as carried in high-grade limestone, wood ashes, and in bone products; phosphorus, as carried in bone products and iodine, as carried in potassium iodide.

The complex mineral mixtures C, D, E and F, fed in this experiment, gave good results, somewhat better results on the whole, than did the "backbone" mixture.

These "complex mineral mixture" feeding results indicate that other additions may be made to these above named elemental "backbone" ingredients, and in such manner, as to better the nutritive efficiency of the basal ration under such specific conditions.

It must not be inferred that a complex mineral mixture of many ingredients is always better than a simple "backbone" mineral mixture of 3, 4 or 5 ingredients. The relative efficiency of the two depends on the basal conditions under which fed. The Cadillac is better for some purposes, the Ford for others; so it goes with mineral mixtures, complex vs. simple.

The "choice" of mineral mixtures is like the "choice" of an automobile; there are differences of opinion.

In these differences of opinion regarding the relative efficiency of different mineral mixtures there lies the basis for much progress in the discovery of more and more facts in regard to the most successful mineral mixture supplements.—Lft. No. 2, Ia. Agr. Exp. Sta.

## Adulteration and Misbranding.

**Fuller Cotton Oil Co.**, Snyder, Tex., sent 400 sacks of misbranded cottonseed cake into Nebraska, which was deficient in protein, according to federal testimony on Feb. 9, 1927, when the Fuller Cotton Oil Co., Fort Worth, Tex., claimant, was imposed with costs and the execution of a \$1,000 bond, conditioned in part that it be relabeled by obliterating the statement "43% protein" from the label and substituting therefor the statement "40% protein."

**L. B. Lovitt & Co.**, Fremont, N. C., shipped 100 sacks of adulterated and misbranded cottonseed meal into Massachusetts, according to federal allegations, and on Mar. 9, 1927, costs and the execution of a \$350 bond were imposed on J. B. Garland & Sons, Worcester, Mass., claimants, conditioned in part that the article be relabeled under the supervision of the U. S. Dept. of Agriculture. Cottonseed feed had been substituted in part for said article.

**Rotan Cotton Oil Mill**, Rotan, Tex., shipped 200 sacks of misbranded cottonseed meal into Colorado, which was deficient in protein, according to federal allegations on Dec. 31, 1926, when the Sweetwater Cotton Oil Co., Sweetwater, Tex., claimant, having admitted the allegations of the libel and having consented to the entry of a decree, was assessed costs and the execution of a \$500 bond, conditioned in part that it not be sold or otherwise disposed of contrary to law.

## MINROL-PROTIN

### The Complete Poultry Mineral

Full information and prices on request

The Concentrate Products Co.

549 W. Randolph St.

Chicago



## Seeds

**Warren, Minn.**—I intend to put in sweet clover equipment this fall. Crops only fair this year.—George Hagfildt.

**Lake Hendricks, So. Dak.**—Construction has commenced on a new seed warehouse for Geo. P. Sexauer & Son of Brookings, it is understood.

**Mitchell, So. Dak.**—William Asher bought out the Haynes Feed & Coal Co. here, disposing of his interests in the Dakota Improved Seed Co. of this place.

**Farmington, Minn.**—The old established seed and grain house of P. H. Feely & Son recently incorporated with a capital of \$75,000 by Patrick F., Thomas J. and Edward C. Feely.

**Yankton, So. Dak.**—The Gurney Seed & Nursery Co., field seed dealers, are undertaking a \$50,000 improvement and enlargement program. The plant here will be somewhat remodeled.

"Liming Wisconsin Soils," and "Profits from Phosphates," are two recent experiment Station bulletins well worth the time of progressive Wisconsin grain dealers and side-line merchandisers.

**New York, N. Y.**—The recently appointed Com'te on Seeds of the New York Produce Exchange includes: William Jacot, chairman; Marshall H. Duryea, Ernst Wehncke, and O. W. F. Randolph.

"Hybrid Vigor in Sorghum," Bulletin No. 359, is just off the press of the Texas Agricultural Experiment Station at College, Tex. The pamphlet discusses results of crossing different strains of sorghum of the same and of different variety with one another.

**Milford, Conn.**—Frank H. Woodruff, 79, pioneer seedsman and head of the F. H. Woodruff & Sons, died en route to Douglas, Wyo., at the town of Crawford, Neb., July 24. Acute indigestion is said to have hastened his passing, although he left Milford in the best of health and spirits.

The Franch Seed Staining Bill, providing that a minimum of 5 per cent of all foreign red clover and alfalfa seed entering into or passing thru or being warehoused therein be stained in accordance with provisions of the bill, has finally become a law, as of July 14. This amounts to an import prohibition.

### Seed Movement in July.

Receipts and shipments of seeds at the various markets during July, as compared with July, 1926, were as follows:

FLAXSEED					
		Receipts		Shipments	
		1927	1926	1927	1926
Chicago, bus.	123,000	348,000	1,000	2,000	
Duluth, bus.	289,144	159,264	478,787	307,472	
Milwaukee, bus.	17,160	28,600			
Minneapolis, bus.	145,000	293,820	124,970	49,870	
New York, bus.	293,000	292,000			
Superior, bus.	128,621	162,463	35,974	124,304	
Ft. William, bus.	334,072	239,833	275,068	623,115	
KAFIR					
Hutchinson, bus.	36,400	7,800			
Kansas City, bus.	248,600	161,700	241,000	252,000	
St. Joseph, bus.	1,500				
St. Louis, bus.	111,900	34,600	20,400	22,800	
Wichita, bus.	2,400	1,200			
MILO					
St. Joseph, bus.	1,500				
CLOVER					
Chicago, lbs.	107,000	74,000	202,000		
New York, bags.	328		265		
TIMOTHY					
Chicago, lbs.	451,000	672,000	348,000	566,000	
Milwaukee, lbs.		104,000			
New York, bags.	180				
SORGHUMS					
Ft. Worth, bus.	284,200	144,200	159,600	211,400	
New Orleans, bus.	2,800	6,400			
CANE SEED					
Ft. Worth, bus.	10,000	2,000	6,000		
Kansas City, bus.			1,150	5,750	

**St. Louis, Mo.**—The Palmer Seed Co. has leased large warehouse space at Broadway and Morgan streets.

**Henry Nungesser**, who retired in 1916, after a lifetime in the grass seed business, died July 13 at Carcassonne, France. He was born at Griesheim, Germany, in 1851, engaging in the seed business at Darmstadt. He went to New York in 1874 and in 1894 formed a partnership with Marshall H. Duryea, the name being changed in 1899 to Nungesser-Dickinson Seed Co. Since his retirement Mr. Nungesser has spent his time traveling in Europe.

**Onida, So. Dak.**—A large new seed warehouse was just completed for Geo. P. Sexauer & Son of Brookings. Extensive improvements have also been undertaken on the firm's iron-clad seed elevator and cleaning plant here. Another cupola story is being added to make room for a new large distributor spouting to 24 bins. New elevator legs are being put in, in addition to a large flax cleaning unit and another alfalfa cleaner. The company completed a new concrete grain elevator here the first part of July of last year.

**Experts of the crop extension department of Michigan State College** are interested in what is believed to be a new variety of wheat, discovered by Ashbel L. Osborn, farmer of Brooklyn, growing at the roadside near his home five years ago. It appears to be a particularly hardy variety of hard red wheat growing in a white husk. The college is now distributing a new variety of soft white wheat produced at the request of the Michigan Millers Ass'n for a wheat from which high grade pastry flour could be milled. It will be distributed under the name of Spartan.

### Recleaning Seed.

BY ROBERT NICHOLSON, DALLAS, TEX.

The live-wire grain dealer should have a good cleaning machine in his warehouse and reclean seed stocks for his customers at a nominal charge.

There is very little seed grown by the farmer that is suitable for planting before being recleaned. Practically all wheat, oats, barley, kafir, maize, cane, sudan and other crops will lose anywhere from 2% to 25% in broken grains, trash and weed seeds in cleaning—and common sense teaches us that where the farmer continues to plant this kind of seed without being recleaned the yield of his crops naturally gets smaller and the quality poorer every year.

If all of our grain and seed shippers would do this and encourage the growers in every way by helping them to procure the very best quality of seeds and where farmers wanted to plant their own seed or seed from their neighbors, the dealers should encourage the farmer to have this seed thoroughly recleaned before planting, so as to free it as nearly as possible from all inferior grains, trash and weed seeds, there would be quite an improvement in the quality and quantity of grain and seeds, in a very short while.

There are two large farmers located near Dallas—one on each side of the road, who have been growing oats for a great many years. One of those farmers has been producing oats every year, yielding from 60 to 100 bushels per acre. We have bought oats from this farmer many times. He changes his seed very often, but before he plants he either thoroughly recleans the seed, or brings it to us to reclean for him, and by keeping up the quality in this way, he has been producing maximum crops year after year. He sells his surplus oats to his neighbors at fancy prices, but they are not good enough for him to plant before being recleaned.

His neighbor across the way used to produce big crops of oats, but his yield got down to about 30 to 40 bushels per acre. He had been planting his own seed for years, WITHOUT

RECLEANING. He finally decided to change his seed stock, so he got some first-class recleaned seed and the following year produced between 75 and 85 bushels per acre. I talked to this farmer and he told me he had found that it paid to plant the best quality of seed.

### Treatment of Hard Seeds.

BY DAVID SCHMIDT, BEFORE FARM SEED ASS'N OF NORTH AMERICA, AT DETROIT.

The seed trade has attempted to overcome the troubles caused by hard seeds, and has been partially successful. By that I mean that it is possible to destroy the hard condition of the seed coat, and it is being done. Once the hard seed is in the ground, however, there is no control. We should educate toward greater care in plowing down pastures and worn-out fields of clover, lest red clover and sweet clover seeds especially may have matured before the sod is turned under.

Treatment of seeds to destroy hardness has been more or less successful, sometimes expensive. In the bur clover region, it is considered a practical method to dip the hard seeds of bur clover into boiling water for a few seconds. Such treatment is not commercially feasible, so scarification is resorted to, and the advantages and disadvantages of scarification are generally known.

**Scarification.**—Briefly, if hard seeds are carefully scarified the hardness is eliminated to a satisfactory degree, and the quality of the seed does not suffer much within a year after treatment. Sweet clover seed resists scarification so strongly that the severity of treatment necessary frequently results in serious damage. Alfalfa seed is too easily scarified. Because of severe breakage and early loss in vitality such treatment of alfalfa is being abandoned.

**Heat Treatment.**—Recently a method has been developed in Colorado for reducing the percentage of hard seeds in alfalfa. Machine threshed seeds containing 30 or 35 per cent of hard seeds were heated, dry. The best results were secured at about 165 degrees Fahrenheit for periods varying from three to six and one-half hours.

## Directory

### Grass and Field Seed Dealers

One line, one year (24 issues), \$10.00.

#### BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

#### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

#### COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

#### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

#### FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.  
Kraus & Apfelbaum, field seed dealers.

#### INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

#### KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.  
Rudy-Patrick Seed Co., field seed merchants.  
Tobin-Quinn Seed Co., Missouri Blue Grass.

#### LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

#### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., field and grass seeds.  
North American Seed Co., wholesale grass & field seeds.

#### MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.  
Northrup King & Co., field seeds.

#### ST. LOUIS, MO.

Cornell Seed Co., field-grass-garden seeds.  
Mangelsdorf & Bro., Ed. F., wholesale field seeds.



The highest test gave a germination of 94 per cent, hard seed content 5 per cent, with treatment for six hours. Tests of heated seeds after five months' storage show no loss of vitality.

**Freezing.**—During the past two years we have been experimenting with cold temperature effects on hard seeds. From the information gathered so far, the best results were secured under the following conditions:

With sweet clover—Lower than 40 degrees Fahrenheit, in closed containers (lack of air).

Red clover—45 to 30 degrees.

White clover—45 to 30 degrees, with alternating temperature.

Alsike clover—40 to 30 degrees.

Alfalfa—40 to 30 degrees.

These are the results of controlled tests made in greenhouse and laboratory. In no case did light or moisture seem to have an influence on results.

**Wintering Outdoors Very Beneficial.**—In another experiment the seeds were placed outdoors under shelter, during the winter season. A beneficial effect was very evident after an exposure of one month. After two months a large proportion of hard seeds were ready to germinate promptly. There was a little more improvement at the end of the third month. Samples having originally from 1 to 24 per cent germination ranged between 80 and 95 per cent after the exposure to winter temperature. The number of dead seeds was not increased, but the length of life of seeds so treated has yet to be determined. The results indicate that with some seeds there are other conditions than mere temperature which enter into combinations giving the best results. It will take time to discover the very best conditions for each kind of seed.

Of course, the farmers and planters of clovers have been benefiting by the cold storage of such seeds. But have the seedsmen? Germination test is one criterion of value. A low hard seed content is still very important. Are most clover and alfalfa seeds sold on the basis of germination tests made before, or after, the seeds pass the winter in the warehouse?

**Wheat in Italy**, which last year was worth 220 lire (\$11.96) a quintal (220.46 lbs.), dropped to such a figure, owing to American and Argentine competition, that it was impossible to market it at a price which would give any profit over the cost of planting and cutting. American wheat today is selling at 140 lire (\$7.61) a quintal or \$2.07 per bus. at Genoa, all transportation charges and customs duties paid. The Italian wheat could not be cut and sold at this price, except at a loss. The result has been that while the big owners pocketed their losses and cut their wheat, the smaller producers have been unable to do so. In some cases the banks have taken over the harvest to protect themselves in some measure for outstanding loans. "The government, on the one hand, commands us to put in a large crop of wheat," state large land owners. "On the other hand, it destroys our market."

## Patents Granted

**1,636,986. Tripper for Duplex Belt Conveyors.** Frank B. Caldwell, Oak Park, Ill., assignor to Link-Belt Co., Chicago. The power belt carries a wear sheet in frictional contact therewith. On the tripper frame are separate idler pulleys over which the power belt and the wear sheet separately travel.

**1,635,936. Stacking, Packing and Mixing Machine.** Monroe Gotten, Memphis, Tenn. The machine comprises means for sacking and packing a granular material and mixing a liquid therewith, including a packing auger having discharge means, and means for supplying a liquid to the discharge means.

**1,636,051. Conveyor Pulley Supports.** Geo. D. Francisco, Columbus, assignor to Jeffrey Mfg. Co., Columbus, O. Mounted on the supports are self-aligning bearings carrying a shaft on which is fixed a belt supporting pulley. Freely rotatable on the shaft are coned belt edge supporting pulleys adjacent each end of the fixed pulley.

**1,637,476. Elevator Drive.** Percy C. Day, assignor to the Falk Corporation, Milwaukee, Wis. Combined with a shaft are a belt supporting pulley carried by the shaft intermediate the ends thereof, a vertically adjustable support for one end of the shaft, a gear casing supporting the other end of the shaft, gears in the casing for driving the shaft, and a pivotal support for the casing permitting the pulley, shaft and gears to be adjusted as a unit to effect proper tracking of the pulley.

**1,637,678. Cleaning, Peeling or Shelling Grain.** Stefano Camilla and Federico Pagliani, Turin, Italy. Apparatus for cleaning, peeling or shelling corn, grain and the like, comprising a cylindrical container with open upper end and closed bottom presenting a depressed annular surface semicircular in cross section; an upwardly projecting rotatable worm mounted in the bottom centrally of the annular surface, the shaft of the worm extending axially thru the bottom portion of the container; means for rotating the worm; an upper portion provided in said container as an extension of the bottom portion above the point of application of the downwardly drawing force of the worm; a centrally situated supply duct extending thru the upper portion of the container, the duct being arranged in line with the worm and adapted to directly and continuously supply the bottom portion of the container, and a discharge hopper for the continuous discharge of the grain already treated surrounding the upper edge of the container.

**1,637,091. Removal of Cereals from Grain.** Stefan Steinmetz, Berlin, Germany. The grains are soaked and washed without ventilation so the water becomes warm allowing the rubbing and sucking off of the loosened shells, after which the grains are washed with pressure water, polished in a polishing machine, and the moisture eliminated by centrifugal force.

**1,637,509. Bag Closing Machine.** Thos. Allatt, Westfield, N. J., assignor to Millie Patents Holding Co., New York, N. Y. The bags leave an intermittently moving table to pass on an intermittently moving carrier where their mouths are puckered, while a second carrier cuts metal bands from a strip into U-shape which are pressed by dies to encircle the puckered mouths of the bags.

**1,635,498. Seed Germinator.** Olynthus Howard Pershing, Muncie, Ind. The germinator comprises a container filled with permeable material, a barometric fountain means within the container for constantly supplying water to the material therein at the lower portion of the material, the container being provided with upper and lower series of holes, the lower series acting to prevent excessive rise of the level of free water entering the material and the upper series providing ventilating means.

**1,636,309. Oat Huller.** Frederick Lage, Gladbrook, Ia. The huller has a hopper for delivering grain in predetermined quantities, a stationary separating plate, a vertical pipe to receive separated grain from the plate, rotating blades for producing a current of air upwardly through the pipe and operatively connected therewith, means for receiving grain from the hopper and delivering it to said blades, the grain being delivered from the blades in a tangent manner into perpendicular engagement with the plate.

The first "Wheat Smut" Special instructing producers in parts of Colorado, Kansas and Nebraska, in fortifying themselves against the spread of wheat smut and other infestations and diseases of grain, will leave Denver Aug. 15, under the auspices of the Burlington Railroad, the Omaha Grain Exchange and agricultural colleges.

## GRAIN DRIERS

for

COARSE GRAINS,  
SEED CORN,  
BEANS,  
PEAS, ETC.

## ROTARY DRIERS

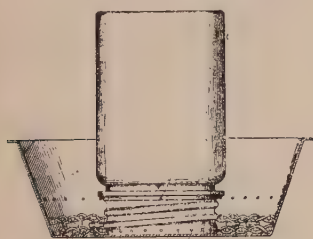
for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

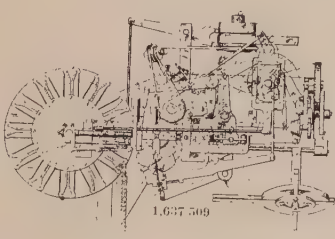
We would be pleased to correspond with you.

**WILLEY-ELLIS CO.**

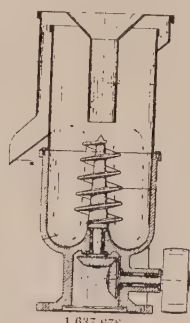
1223 S. Talman Ave., Chicago  
210 N. 13th St., Philadelphia, Pa.



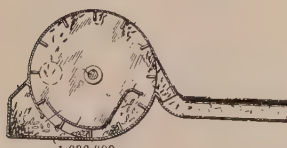
1,635,498



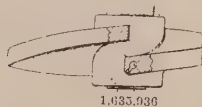
1,637,509



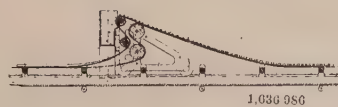
1,637,678



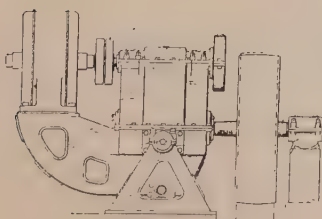
1,636,309



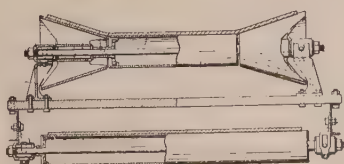
1,635,936



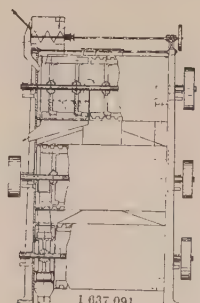
1,636,051



1,637,476



1,637,091



1,637,476



## Supreme Court Decisions

**Changing Order B/L Into Straight B/L.**—Stamped indorsement on order B/L, not signed by shipper or any one in its behalf, held ineffective to change order bill into straight bill.—*L. & N. R. Co. v. Mengel Co. Court of Appeals of Kentucky.* 295 S. W. 183.

**Proving Condition of Corn.**—Deputy grain inspector's certificate of condition of corn in railroad car, prepared from data on destroyed memorandum and identified by him and by the transcriber as correct, held admissible in suit against railroad for damage to grain.—*Houston & T. C. R. Co. v. Clement Grain Co. Court of Civil Appeals of Texas.* 295 S. W. 234.

**Limitation of Liability at Reduced Rate.**—It is lawful for carriers, by contract clauses fairly entered into and fair and reasonable in their provisions, to limit amounts for which they shall be liable; but alternative rates for the alternative limits of liability must be in force at time of shipment.—*A. C. Lawrence Leather Co. v. Compagnie Generale Transatlantique. U. S. Circuit Court of Appeals.* 18 Fed. (2d) 930.

**Disclaimer of Seed Warranty.**—Tho feed mills, following order for spring rye transmitted by third party, sent fall rye by mistake, feed mills were not liable to buyer for resulting damages, where tags on bags which buyer observed contained disclaimer of warranty express or implied as to description, quality, or productiveness of seed.—*Larson v. Inland Seed Co. Supreme Court of Washington.* 255 Pac. 919.

**Contracting Futures Without Intent to Deliver.**—Contracts for purchase of cotton futures, without intention to deliver cotton or actually execute contracts, which all parties understood were to be settled according to future public market quotations on New Orleans exchange, held gambling transactions, contrary to public policy and wholly void and unenforceable, under Pen. Code 1925, arts. 657-659, 661.—*Hibbler v. Howe. Court of Civil Appeals of Texas.* 295 S. W. 299.

**Tenant's Chattel Mortgage No Lien on Crop of Sub-Tenant.**—Landlord has lien on all crops grown on demised premises for rent accruing for that year, whether crop is raised by tenant or by another, and regardless of agreement for rent between tenant and sub-tenant. Chattel mortgages on all crops, given by tenant for supplies furnished him by landlord, held to constitute no lien on crops raised by subtenant on land sublet to him, tenant having no interest in crop of subtenant for more than pro rata amount of rent, in view of *Crawford & Moses' Dig.* §§ 6894-6896.—*Watkins v. Wells. Supreme Court of Arkansas.* 290 S. W. 593.

**Time for Filing Claim Against Telegraph Co.**—Stipulation in telegram itself permitting 95 days in which to file claim for damages held not to constitute waiver by company of tariff and schedule filed with Interstate Commerce Commission requiring claim for damages to be filed within 60 days, as commission's regulations, under Interstate Commerce Act, as amended by Act Cong. June 18, 1910, and Act Cong. Feb. 28, 1920 (U. S. Comp. St. §§ 8563-8565, 8569), have force of law, and are not subject to be waived. Sender of telegram, who is misled by provision therein allowing 95 days in which to file claim for damages, time allowed by stipulation filed with Interstate Commerce Commission being only 60 days, has remedy, under Interstate Commerce Act, § 13, as amended by Act Cong. June 18, 1910, and Act Cong. Feb. 28, 1920 (U. S. Comp. St. § 8581).—*W. U. Tel. Co. v. Guitar. Commission of Appeals of Texas.* 295 S. W. 598.

**Bailment of Grain in Elevator.**—Where grain is placed in an elevator but not specifically sold at the time of its deposit therein, the depositor retaining the right to elect to demand the return of the grain deposited or the delivery of other grain of like grade, the transaction constitutes a "bailment."—*Zuber v. Minshall. Supreme Court of Kansas.* 256 Pac. 806.

### Buyer's Liability on Off-Grade Car.

Michigan Elevator Exchange, Lansing, Mich., plaintiff, v. Jackson Grain & Milling Co., Jackson, Mich., defendant, before Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Frank G. Coe, H. W. Reimann and Bert Dow.

The defendant shipped, on contract car N. Y. C. 98153 which arrived in Buffalo and was inspected June 21 as No. 3 mixed wheat, 65% soft, red winter; 35% white, smutty. The plaintiff refused to accept this car and the defendant agreed that the plaintiff should handle the car and sell out to best possible advantage for the defendant's account. It was also agreed between the contending parties that the defendant should be permitted to ship another car on this contract, which it did. At the request of its country customer, the defendant asked for reinspection on the car on June 22 or 23 (the evidence is conflicting on this point) and the plaintiff called for such reinspection on June 24. The car was reinspected on that date but the plaintiff did not advise the defendant of the reinspection until June 25. The car was finally sold by the Michigan Elevator Exchange at \$1.48 track Philadelphia domestic on June 28, thru Cargill Grain Co. of Buffalo. This produced an overdraft of \$411.09.

During these negotiations, defendant shipped another car, No. 226149, to apply on the original contract, and this confirms its understanding that the first car would not apply and was being handled for its account. In drawing on the first car, the defendant left a small margin of \$24.23 but on the second car it drew in full, basis the contract price. When this draft was presented, the plaintiff asked the defendant to reduce the draft sufficiently to cover the probable loss on the first car and a further loss thru the possible misgrading of the second car. Instead of doing this, the defendant recalled its draft and sold the car elsewhere, without due notice to the plaintiff at time of sale, that it were doing so "for account of whom it may concern." The defendant claims loss of \$297.05 thru this sale, which it presents as a counter claim.

There is no evidence that warrants us in believing that the plaintiff exercised due diligence in the sale of the first car, inasmuch as it took from June 22 or 23 (when reinspection was asked for) until June 28 to dispose of it. The plaintiff evidently waited one or two days before it called reinspection and then after reinspection was made, on the 24th, it did not dispose of the car until June 28, altho it produces no evidence which would warrant such a delay. In the dispute over final settlement on this car, the evidence shows that the plaintiff at one time offered to settle on the basis of \$1.60 Philadelphia domestic, or 12 cents more than the sale price. It is also alleged by the defendant and not disputed by the plaintiff that there was a decline in the market of about 15 cents a bushel during this period. The com'te feels that the defendant is entitled to some compensation due to the delay in sale of this car on the part of the plaintiff and the com'te awards an allowance of 12 cents a bushel, based on the out-turn weights, in favor of the defendant, to be deducted from the plaintiff's claim of \$411.09, making our award in favor of the plaintiff \$234.49 on car N. Y. C. 98153.

As to the defendant's counter claim on car 226149 on which it recalled draft and sold elsewhere and on which it makes counter claim of \$297.05:

The com'te rejects this claim because the plaintiff was within its rights in asking for reduction in draft and the defendant waived its rights of claim when it recalled draft and sold out the car, without notifying the plaintiff that it were doing so "for account of whom it may concern."

The com'te assesses the costs of arbitration against the defendant.

### Grain Claims Bureau, Inc.

19 So. La Salle St.

Chicago, Ill.

A few dollars saved on legitimate freight claims is worth while; examination of old records costs nothing; charges are not to exceed 33 1/3% of amount saved; frequently less. 305 country elevator managers and owners have benefited thru this service, and it's worth a trial.

W. S. BRAUDT  
Pres. and Treas.

HARRY J. BERMAN  
General Counsel

### I. C. C. Activities.

**Cargill Commission Co., Minneapolis, Minn.,** filed complaint against Director General as agent for the Great Northern Ry., alleging illegal reconsignment charges on bulk oats from Irene, So. Dak., to Willmar, Minn., reconsigned to Minneapolis. Reparation is asked.

**The American Feed Manufacturers Ass'n** has won its demand for reparation in No. 16510 on shipments of cottonseed cake from the Southwest to York and Lancaster, Pa., and Buffalo, N. Y., there mixed into feed and forwarded East. The Commission found the rates unreasonable.

**In Binding-Stephens Seed Co. v. Santa Fe** the Commission in No. 18287 found rates unreasonable on soy beans from Bloomington, Ill., to Fort Smith, Ark., to the extent that they exceeded 40c per 100 lbs. The first rate charged was 94c, and in January, 1926, a rate of 42.5c was established.

**The American Grain & Hay Co.** was given a decision against the Illinois Central in No. 17366 awarding the same thru rates with transit arrangements at Memphis as are maintained at East St. Louis and Cairo on grain and products from points on the Illinois Central in Iowa, Illinois, Minnesota and Wisconsin to destinations in Arkansas and Texas south of Brinkley, Ark. The combinations thru Memphis have been 4.5 to 12.5c over Cairo.

**Toledo, O.**—Proposed increases in freight rates on grain, grain products and by-products of grain between Toledo and other Ohio points to cities in southern Ohio and adjacent cities in West Virginia and Kentucky, which were to have been put into effect Aug. 1, were suspended July 28 by both the I. C. C. and the Ohio Public Utilities Commission. The rates would have meant increase of from 2 to 4c a 100 lbs. between Toledo and points such as Charleston and Huntington, W. Va. Among the roads interested in the rate case are the New York Central, Baltimore & Ohio, Hocking Valley, Nickle Plate, Erie and Pennsylvania lines.

**Ninety per cent** of the wheat threshed in Perkins county, Nebraska, was cut and threshed by combines, of which there are 450 in the county.

**Overhead, incoming volume handled, merchandise turnover, and labor, determine your profits.** When they creep upward to meet the line that shows your business income, your profit diminishes, or disappears. Safeguard your profits by keeping cost control records. With these records check your estimated costs against your actual costs.

### That Lowest Bid.

When the river rose the foundation gave way. There was too much sand and not enough cement. The lowest bidder had built it.

When the rains came, some pits leaked and had to be pumped out. The lowest bidder had dug them.

When the gales came, some elevators went right along with them. The lowest bidder had built them.

And then rebuilding started.

Some structures stopped half way. The lowest bidder had made a mistake.

Specifications changed, and more delays occurred. The lowest bidder had made more mistakes.

And that is the way it generally goes where only price is considered.

When you buy solely on price, you can never be sure.

It's unwise to pay too much, but it is much worse to pay too little.

When you pay too much, you lose a little money—that's all.

But when you pay too little, you sometimes lose everything, because the thing you bought was incapable of doing the thing it was bought to do.

The common law of business balance prohibits paying a little and getting a lot. It can't be done.

If you deal with the lowest bidder, 'tis well to add something for the risk you run—and if you do that, you will have enough to buy quality.



## Grain Carriers

**San Angelo, Tex.**—The Orient proposes a 100-mile extension from here to San Antonio at a construction cost of 1½ millions of dollars.

**Oscoda, Mich.**—Conditional permission to abandon its fifty mile branch running from here to Comins, was granted the Detroit & Mackinac Ry.

**Cincinnati, O.**—L. W. Perkins has resigned as traffic manager of the Cincinnati Board of Trade, where he was associated for a number of years.

**Cumulative loadings** on grain and grain products for the first 30 weeks of the last five years are: 1927—1,233,548; 1926—1,272,377; 1925—1,190,401; 1924—1,252,223; 1923—1,190,768.

**Illinois Waterway Company's Freight Tariff No. 3, Ill. C. C. No. 3, effective Aug. 20,** increases rates on grain and grain products from all stations on Illinois Waterway to Havana, Ill.

**Buffalo, N. Y.**—The harbor improvement committee is said to be giving attention to the plea of business interests that a bend in Buffalo River be straightened out in order to aid navigation. It is said that large vessels loaded with grain cannot get by this bend to reach some of the elvtres.

**Valley City, N. D.**—The Northwestern Shippers Advisory Board discussed the movement of the new grain crops in this section and the preparation and preliminary arrangements consummated by the carriers, at their meeting held here on July 26. It is said that the supply of cars is ample.

**Grain and grain products** were loaded into 47,994 cars during the week ending July 23, a decrease of 13,805 cars below the corresponding week of last year and 1,052 cars below the same week of two years ago. Loadings the past four weeks were: July 16—42,523; July 9—36,185; July 2—44,133; June 25—40,682.

**Average daily box car surplus** for the week ending July 15 totaled 155,541, as compared with 148,598 for the previous week. Box cars awaiting repair July 15 numbered 67,982, or 6.5% of the total number of box cars on the lines of Class 1 railroads. Locomotives awaiting repairs total 9,240, or 15.1% of the total on the line.

**A car of wheat** containing 2235 bushels arrived at Kansas City, Mo., July 23, from Wakefield, Kan., over the Union Pacific. 'Tis said to be the largest single carload received at the Kansas City market for quite some time. The Waggoner-Gates Mfg. Co. of Independence, Mo., however, reported a 2483 bushel car of wheat last November.

**Regional Shippers' Advisory Boards** meetings just definitely announced are: Southeast, Sept. 9, Birmingham, Ala.; Pacific Northwest, Sept. 9, Tacoma, Wash.; Ohio Valley, Sept. 13, Louisville, Ky.; Pacific Coast, Sept. 16, San Francisco, Cal.; New England, Sept. 23, Burlington, Vt.; Atlantic States, Oct. 6, Atlantic City, N. J.; Midwest, Oct. 12, Decatur, Ill.

**Joint rail and barge rates** from Minneapolis and St. Paul to Chicago and eastern points, via Dubuque, Ia., which are 15 per cent lower than all-rail rates, were ordered by the I. C. C. over all carriers serving the Upper Mississippi territory. A 20 per cent differential was asked. Similar service below St. Louis was allowed a 20 per cent differential due to a longer barge line haul. It is presumed the postponed barge loading facilities program for Dubuque will, as a consequence of this ruling, be again undertaken and pushed rapidly ahead.

**Minneapolis, Minn.**—The Hallet & Carey Co. reserved the first passage contracted for on the Upper Mississippi Barge Line. The initial river export cargo of some 10,000 bushels in quantity will leave Minneapolis for New Orleans about Aug. 25. The difference between the barge line export rate of 14.8c cwt. and the rail export rate of 36.5c cwt. will permit a saving of \$1,302 on this shipment.

**Washington, D. C.**—The Circuit Court of Appeals has reversed the decision of the lower court in a cargo damage claim suit aggregating \$13,900 with interest at 8 per cent rendered by the District Court of Southern Florida in favor of the Florida Grain & Elvtr. Co. against the Shipping Board Merchant Fleet Corporation, on account of delay in a shipment of corn from Florida to Havana.

**The average train** with its load weighed 1,797 tons in May of 1927, and moved 12.5 miles per hour, the result being that gross ton miles per train hour averaged 22,461. This is an increase of 41 per cent over May, 1920, just after the railways were returned to private operation, when the average train, including its load, weighed 1,470 tons and moved 10.8 miles per hour, for an average gross ton miles per train hour of 15,876.

**Yoder, Wyo.**—The Union Pacific plans a new branch line from here to Hillsdale, Wyo., on the main line. This will reduce the distances from points west of Oshkosh, Nebr., on the North Platte-Cottier Branch, to Denver, anywhere from twenty to five hundred per cent. A preliminary survey for a line 52 miles long between Gering, Neb., and some point on the main line between Cheyenne, Wyo., and Julesburg, Colo., has also been made.

**Perkins County, Neb.**—A solid trainload of seventy cars of wheat from this county reached Omaha July 29. There were 70 carloads on the train. The delegation accompanying the "special" were met by a representation from the Omaha Grain Exchange, Omaha Chamber of Commerce, and Greater Omaha Ass'n, were feasted and entertained. Approximately 100,000 bushels came from the six loading points in the country over the Burlington.

**The improvement** of the Great Lakes-St. Lawrence Seaway for navigation and power purposes is both feasible and advisable. Further, the Government of the United States adopts the recommendations of the St. Lawrence Commission. It seems highly appropriate that the development of the common highway for the benefit of both counties should be jointly undertaken. The Government of the United States is prepared to enter into negotiations with a view to the formulation of a convention appropriate to this subject.—Frank B. Kellogg, secy. of state, Washington, D. C.

**Schedules of most carriers** serving Western Trunk Line Territory proposing to restrict the application of corn rates on wheat bran, wheat chops, wheat middlings, and other wheat products, between points in Western Trunk Line territory so that the corn rates would not apply on the wheat products when moving under proportional rates (which would leave the wheat rates applicable on proportional traffic), were suspended by the I. C. C. The suspended schedules also proposed to restrict the transit rules applicable in connection with wheat products by providing that when such products are milled-in-transit they will be subject to the direct tariff rate from point of origin to transit destination on the commodity forwarded to the transit station or on the commodity re-shipped from the transit station, whichever is higher. Schedules were to have become effective Aug. 1, but were suspended until Mar. 1, 1928. The Kansas City Board of Trade and milling interests opposed the increase.

## Barge Space Reserved.

First reservations for cargo space for shipment of grain, 10,000 bus. wheat, down the river in barges of the Mississippi Barge Line Company was taken July 27 by Hallet & Carey, Minneapolis grain brokers.

The rate by barge on wheat to the southern port is 14.8 cents per 100 pounds, compared with 36.5 cents a 100 pounds by rail. The charge for carrying this cargo to New Orleans will be \$888, a saving of \$1,302 for the shipment over the rail route, where the cost would have been \$2,190.

**Mexico**—A preliminary estimate of the spring wheat crop of 1926-27, just issued by the Mexican Department of Agriculture, gives the production as 11,107,000 bushels. This is an increase of 8.42 per cent over the production last year. All sections of the country, with the exception of the northern States, showed a slight increase.

## HESS PNEUMATIC GRAIN DRIERS

*Used everywhere—*

## NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

## HESS WARMING & VENTILATING CO.

1207 So. Western Ave.

CHICAGO

Hess Drier Company of Canada, Ltd.  
Theodore Kipp, Mgr.

68 Higgins Ave.

Winnipeg, Manitoba



### Dust-Tight Case for Motor Compensators.

It is highly undesirable from the standpoint of the public utility supplying commercial current to grain elevators and mills that the electric motors should use excessive current when starting.

When starting a motor has not only its own inertia to overcome, but that of the machinery it is driving, resulting in an excessive power demand while the plant is getting up to speed.

To reduce the current demand at time of starting motors are equipped with hand operated switches or automatic compensators, and when the latter are employed it is essential that dust be prevented from entering the case.

To meet the demand for a small automatic compensator whose operation will not be affected by the dust prevalent in grain elevators, coal crushing plants and other similar places, the General Electric Co. announces a device for low voltages, enclosed in a boiler plate case. This compensator has been given the General Electric designation CR-7051-J-2.

A standard automatic compensator is used in the construction, but the usual conduit box, wall support and top and front covers are omitted. The boiler plate case in which it is enclosed is made up as a unit with angles on which the compensator may be slide in or out. When the compensator is in position the angles can be raised to a vertical position, thus allowing the front door to close.

The boiler plate case is made up of ¼-inch plate. The front cover is held down by 14 wing nuts and clamps against a vellumoid gasket on the case. An extra cable clamp is furnished with the compensator to hold the cables and to take the strain off the terminal board when the compensator is put into and taken out of the case. The compensators are used with motors from 7½ h. p. up, to reduce the voltage at start.

### Pool Payments Not Alluring.

The second interim payment by the Canadian Pool, announced July 25, of 15 cents per bushel on No. 1 northern, brings the basis of payment on that grade this season to \$1.30, as compared with \$1.40 under corresponding conditions last year.

No definite indication of what the final payment will probably be this year has been given. The cut-off date for the 1926-27 Pool is July 15. The average of the daily closing price in the open market for the year beginning July 16, 1926, and ending July 15, 1927, was \$1.46½. During the period in which the bulk of the crop is regularly delivered by farmers, namely, Aug. 1 to Nov. 30, the closing prices on the open market averaged \$1.44½. Prices as high as \$1.50½ were paid last October and as high as \$1.47½ last November.

Eight months after Nov. 30 the settlement with Pool farmers has reached a basis of only \$1.30. Some weeks later a little more is expected to be paid by the Pool, but from the final payment will be deducted the cost of operation of the provincial Pools and the elevator and commercial reserves. These facts and figures are worth pondering over.—*Grain Trade News*.

## Books Received

**JAHRBUCH DIE ERNTEN AND DEN HANDEL IN GETREIDE** (Yearbook of the Crops and the Trade in Grain im Jahre 1926), gives statistics of the grain trade in Berlin, in Germany, in Europe and in the leading agricultural countries of the world. The publication of this annual has just been resumed by the Berlin Grain and Grain Products Dealers Ass'n after a 13 years' suspension due to the war; and the present volume gives an historical account of government price control in the meantime and especially the events of 1926, including the formation of the German milling trust. Paper, 107 pages, by Verein Berliner Getreide- und Produkten Haendler, Burg-Strasse 26, Berlin C 2 Germany.

**BELT CONVEYOR DATA BOOK:** Of practical use to engineers, plant operators, and all who use Belt Conveyor equipment is the Belt Conveyor Data Book No. 615, of the Link Belt Co. just off the press. As you glance through its pages and observe the fund of engineering data therein contained, it will probably come to you that such a combined catalog and data book could only have been evolved out of many years of research and practical experience in the design, construction, and operation of belt conveyors handling all sorts of materials under a variety of operating conditions. This 148-page book contains new formulae—new data—never published before; and it, undoubtedly, will prove to be as valuable a hand book on Belt Conveyors, as Carnegie or Kent are in their particular engineering field. But, aside from being an engineering hand book, it also is a catalog that shows the progress that has been made in the art of conveying materials rapidly, continuously, and economically. It contains many pictures of conveyor installations, as well as of the idlers, return rolls, and other parts, to show their detailed construction. The most advanced designs of belt conveyor construction are covered—such as the Link-Belt Anti-Friction Idler, equipped with Timken roller thrust bearings. Link-Belt Conveyor Data Book No. 615 is unique in its field and it is going to be a big help to industrial engineers, superintendents, and managers individually, and to industry as a whole.

**Toledo, O.**—Smut is causing some concern and seems to be present in unusual quantities. We advise our friends to be careful, discounts on smutty wheat will widen as storage room becomes filled.—*Southworth & Co.*

### Insurance Notes.

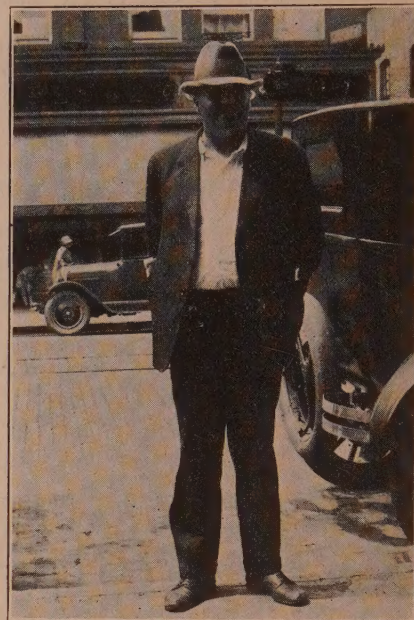
No property owner who wants to save his possessions should object to inspection by the insuring company. The object of the inspection is to help in maintaining fire safe conditions. The benefits are mutual. Yours mutually.

This has been a year of exceedingly heavy tornado losses, according to the Mutual Fire Prevention Bureau. The most recent losses include the \$10,000 damage done the plant of the Larabee Flour Mills Co. at Hutchinson, Kan.; a \$2,200 loss to the William Kelly Mfg. Co., of the same place, and smaller losses scattered in the wake of twisters from Texas to Indiana.

### Confesses to Burning Elevator

It seems that in North Dakota a man may commit any kind of a crime and expect to go free of the sole support of a large family.

Thos. A. Dahl had been manager of the Monarch Elevtr. Co.'s elevator at Leonard, N. D. for seven years until June 6, 1927, when it burned. Altho Dahl enjoyed a good reputa-



Thos. A. Dahl, Leonard, N. D., Confesses to Burning Elevator.

tion he was suspected of having set it on fire. He claimed it was a rendezvous for spooners, who enjoyed its seclusion of shade trees.

A shortage of a few hundred dollars was uncovered, which was produced by his juggling his coal and grain accounts. His system was a crude one and readily detected. His thought was that he could destroy the elevator and cover his shortage and also secure better working conditions because he felt sure the company would rebuild a new elevator. At the time he was taken into custody the new elevator was in process of construction. When confronted with the discrepancies in his accounts there was nothing left for him to do but confess to his crime. He waived examination at a preliminary hearing and the next day was taken before Judge A. T. Cole of the District Court where he plead guilty to the crime of arson. Considering the plight of his family who would be left destitute should he be sent to the penitentiary, the judge gave Dahl a five year sentence in the Bismarck, North Dakota State Penitentiary for five years and suspended the sentence on good behavior.

The fire caused a loss of about \$10,500. It seemed to be a clean fire until investigation developed several suspicious circumstances. When grilled by Sandy Peterson, deputy state fire marshal and E. F. Holleran of the Hartford Fire Ins. Co., he signed the following confession.

### CONFESSES INCENDIARISM

On Sunday night June 5th, 1927 about the hour of ten o'clock I packed paper in cracks in the floor of the elevator of the Monarch Elevator Company at Leonard, N. D., and laid a lighted cigar in it to burn it as I was tired of running the house in its condition as it needed repairs. The elevator burned totally the morning of June 6th, 1927 from this cause about 2 a. m.

(Signed) THOS. A. DAHL.

Argentine exports the first six months of this year have been 64 per cent greater in tonnage and 26 per cent greater in value than for the same period last year. Cereals and flaxseed account for \$97,445,000 out of a total of \$100,952,000. The government estimate of the exportable surplus of wheat on July 12 is 52,097,000 bus. and of flaxseed is 21,772,000 bus.



### Ice Is a Poor Fire Extinguisher

You can't put out a fire with ice. Yet that's what you may have to try during the winter, if you don't plan to fix your fire barrels so that the coldest weather will not freeze them. Better plan now to beat old King Winter.

Write for full particulars to

**CARBONDALE CALCIUM COMPANY**  
CARBONDALE, PENN.



## LIGHTNING

is the only source of fire not attributable to the human element. It can be controlled but not stopped. Lightning protection is inexpensive and is paid for by savings in insurance premiums; lack of protection is expensive and is paid for with higher premiums than you would otherwise pay.

The DODD System of Lightning Rods prevent Lightning Losses. Full credits on Insurance allowed in every instance. Every job guaranteed.

Write for Information

**DODD & STRUTHERS** Des Moines, Iowa

## Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

**GRAIN DEALERS JOURNAL**

309 So. La Salle St.

Chicago, Ill.

## What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

**Grain Dealers Journal**

309 So. La Salle St.

CHICAGO, ILLS.

## 1902 --- A Quarter of a Century --- 1927

of dependable insurance for grain men.

We write Fire and Tornado Insurance covering Grain Elevators and Contents, also Residence and Mercantile property.

NEARLY HALF A MILLION DOLLARS RETURNED TO OUR POLICYHOLDERS IN 25 YEARS

**TRI-STATE MUTUAL  
GRAIN DEALERS FIRE INSURANCE CO.**  
LUVERNE, MINN.

E. A. BROWN, President E. H. MORELAND, Secretary  
W. J. SHANARD, Vice President W. Z. SHARP, Treasurer



## After Twenty-Five Years

We find a careful man is still the best fire prevention device ever created.

Forethought in building and remodeling—care in operation—legitimate profits—fewer fires.

**GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO.**  
INDIANAPOLIS, IND.

J. J. Fitzgerald  
Secretary-Treasurer  
Indianapolis, Ind.

C. R. McCotter  
Western Mgr. and Asst. Secy.  
Omaha, Nebraska

## Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President

A Legal Reserve Mutual Fire Insurance Company

## IN SUMMER

Prepare for *WINTER*

Now is the time to  
repair or rebuild **CHIMNEYS**

Replace  
rusted out **STOVE PIPES**

Safely  
set up **STOVES**

All in preparation for early fall fires.

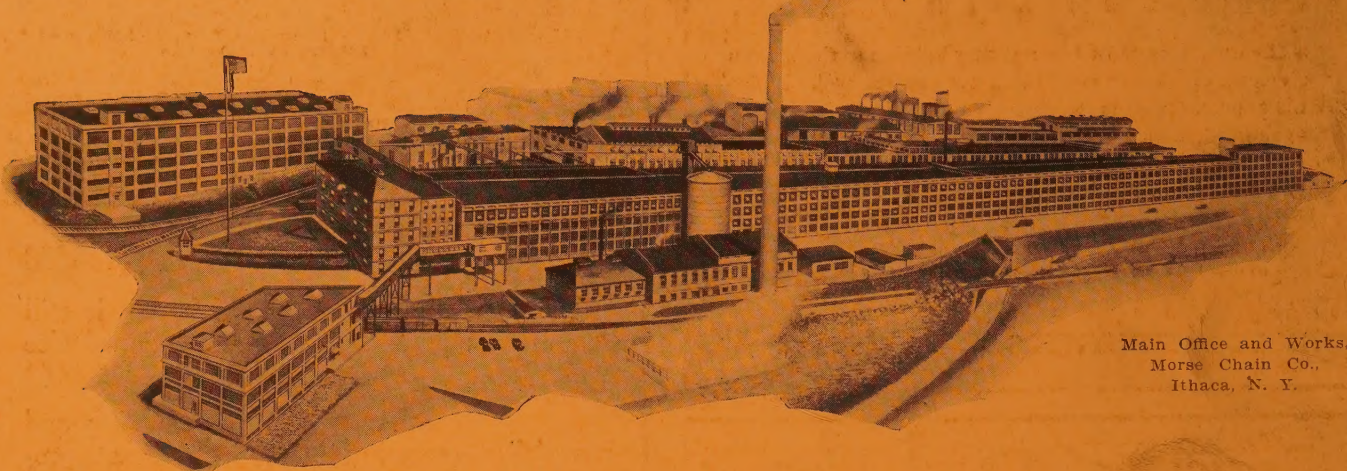
Write your insurance office or  
us for standard specifications.

## Mutual Fire Prevention Bureau

230 E. OHIO STREET  
CHICAGO

Representing the MILL MUTUAL  
INSURANCE COMPANIES





Main Office and Works,  
Morse Chain Co.,  
Ithaca, N. Y.

## Serving Your Power Transmission Needs

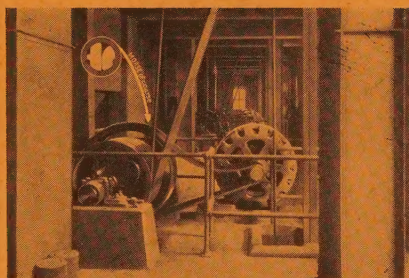
Extensive manufacturing facilities, comprising over 10 acres of floor space and 1700 trained employees, insure the high quality and dependability of Morse Silent Chain Drives. Day in and day out they are transmitting millions of horsepower that are so essential to keep the wheels of industry turning.

You can rely on Morse Transmission Engineers in solving your power drive problems.

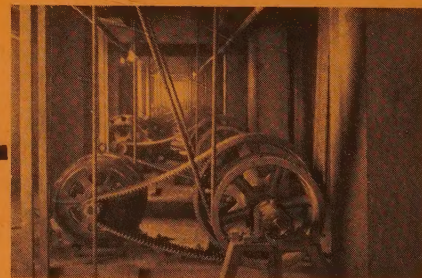
**MORSE CHAIN CO., Ithaca, N. Y., U. S. A.**

*Morse engineers are  
always available at:*

ATLANTA, GA.....702 Candler Bldg.  
Earl F. Scott & Co.  
BALTIMORE, MD.....1002 Lexington Bldg.  
BIRMINGHAM, ALA.  
Moore-Handley Hdwe. Co.  
BOSTON, MASS.....141 Milk St.  
BUFFALO, N. Y.....Ellicott Square Building  
CHARLOTTE, N. C.  
404 Commercial Bank Bldg.  
CHICAGO, ILL.....112 W. Adams St.  
CLEVELAND, OHIO.....421 Engineers Bldg.  
DENVER, COLO.....211 Ideal Bldg.  
DETROIT, MICH.....7601 Central Ave.  
LOUISVILLE, KY.....516 W. Main St.  
E. D. Morton Co.  
MINNEAPOLIS, MINN.....413 Third St.  
Strong-Scott Mfg. Co.  
NEW ORLEANS, LA.  
Queen & Crescent Bldg., 334 Camp St.  
A. M. Lockett & Co., Ltd.  
NEW YORK, N. Y.....50 Church St.  
OMAHA, NEB.....923 W. O. W. Bldg.  
D. H. Braymer Equip. Co.  
PHILADELPHIA, PA.  
303 Peoples Bank Bldg.  
PITTSBURGH, PA.....Westinghouse Bldg.  
SAN FRANCISCO, CALIF.....Monadnock Bldg.  
ST. LOUIS, MO.....2137 Railway Exchange Bldg.  
TORONTO, 2, ONT., CAN.....50 Front Street E.  
Strong-Scott Mfg. Co.  
WINNIPEG, MAN., CAN.....Dufferin St.  
Strong-Scott Mfg. Co.



100 H.P. Morse Silent Chain  
Drive from motor to head shaft.  
Driver, 690 r.p.m.; Driven, 100  
r.p.m., 60-inch centers.



75 Morse Silent Chain Drives  
from motors to grain elevators.  
Drivers, 690 r.p.m.; Driven, 106  
r.p.m., 54-inch centers.

1832

